

BOSTON PUBLIC LIBRARY



3 9999 06316 857 7

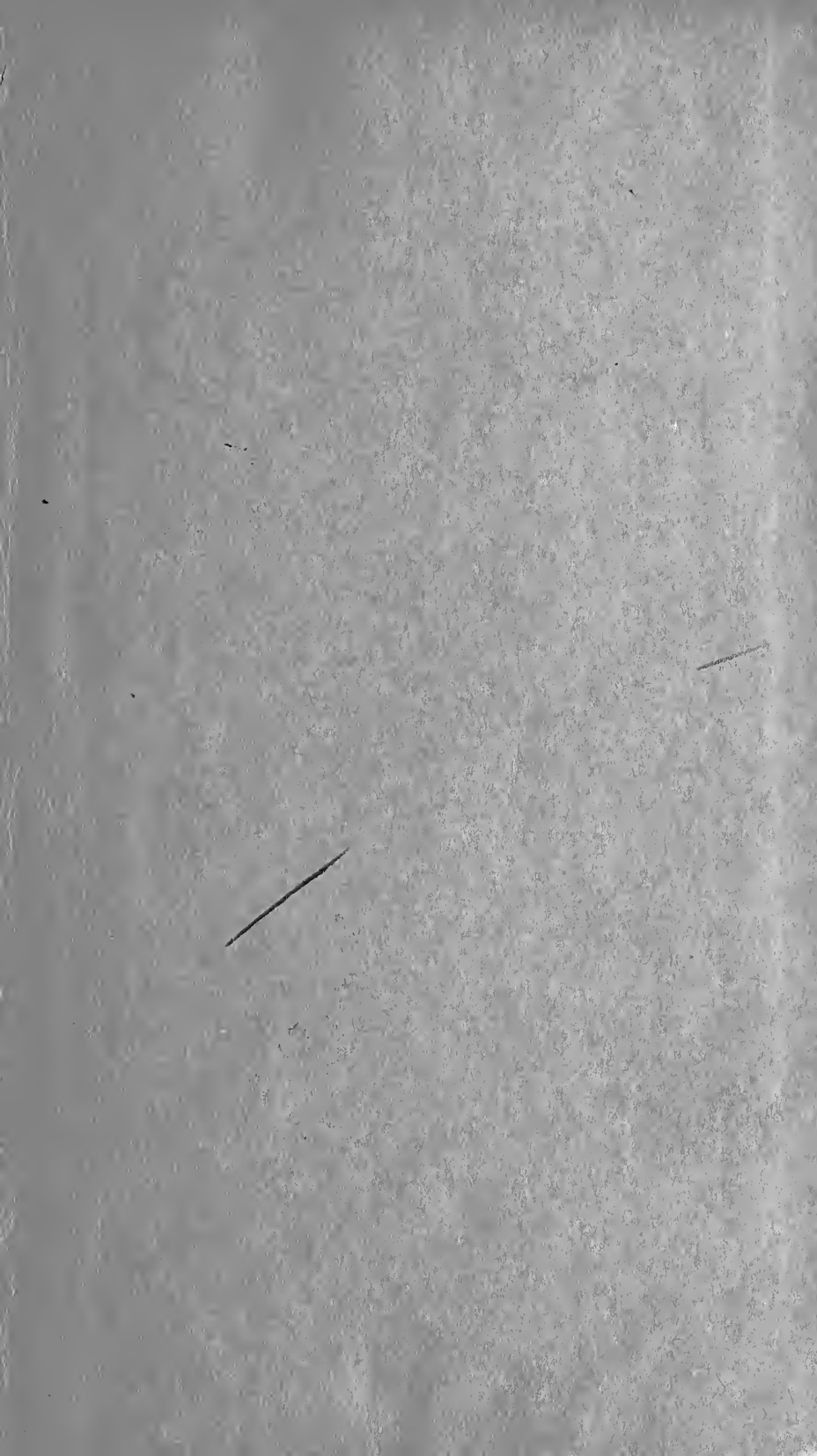
me

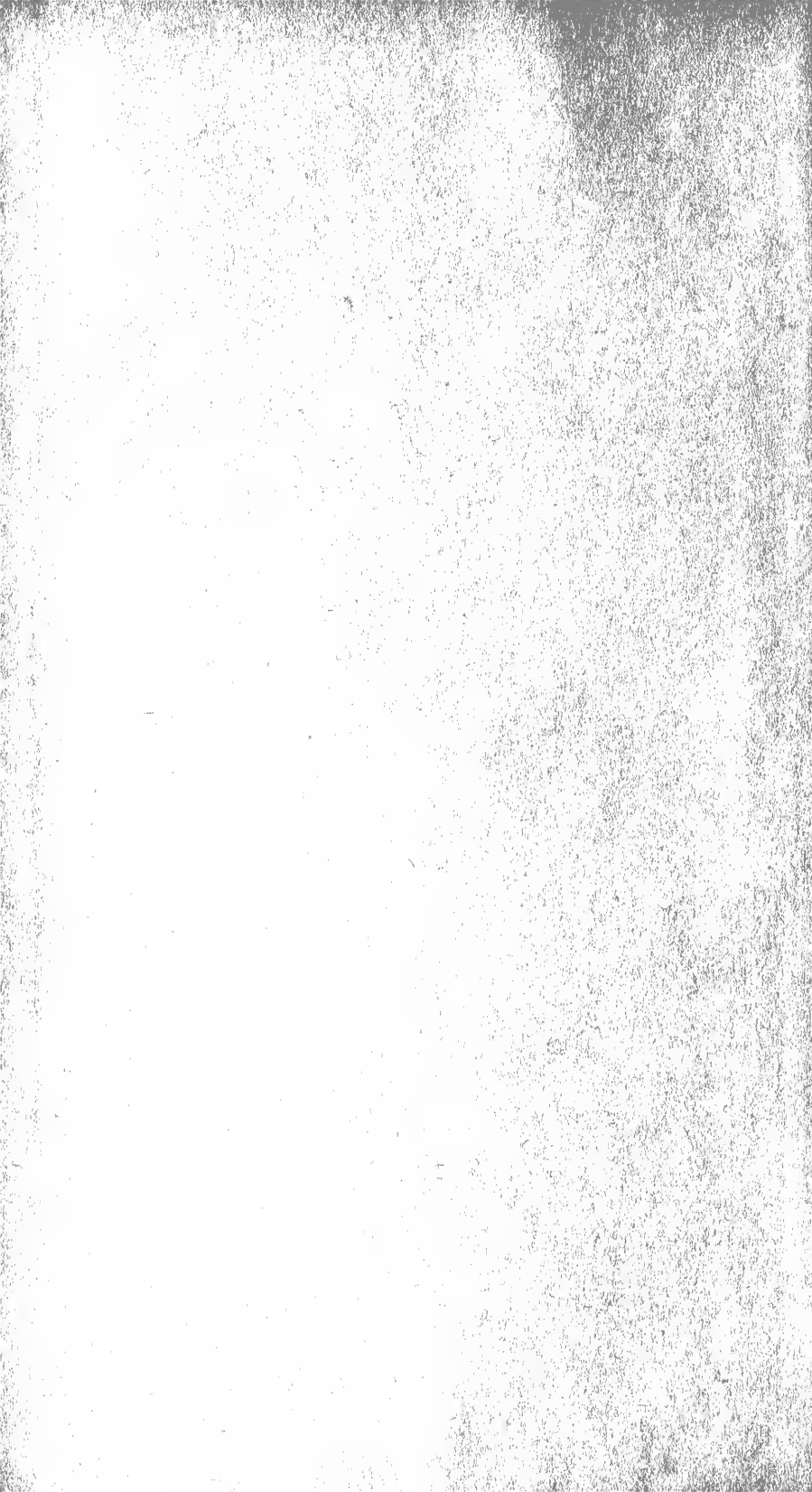
6351.8

No. ~~6359.15~~

1909-15








ANNUAL REPORT
OF THE
FIRE DEPARTMENT
OF THE
CITY OF BOSTON
FOR THE
YEAR ENDING 31 JANUARY, 1915



CITY OF BOSTON
PRINTING DEPARTMENT
1915



Digitized by the Internet Archive
in 2010 with funding from
Boston Public Library

*Boston. Fire Department
Sept. 9 1905*

ANNUAL REPORT
OF THE
FIRE DEPARTMENT
FOR THE YEAR 1914-15.

BOSTON, February 1, 1915.

HON. JAMES M. CURLEY,

Mayor of the City of Boston:

DEAR SIR,— In accordance with section 24, Revised Ordinances, 1898, City of Boston, I respectfully submit herein the report of the Fire Department for the year ending January 31, 1915.

Appended to my résumé of the year's work are the reports of the Chief of Department and the officers in charge of the different bureaus, with the usual statistics giving all the necessary information of the property in charge of this department, the personnel, and miscellaneous statistics.

FINANCES.

The cost of maintenance was \$2,007,440.94, an increase of \$82,527.10 over the previous fiscal year.

NUMERICAL STRENGTH OF DEPARTMENT.

On February 1, 1915, there were 978 men assigned to duty in the fire-fighting force as compared with 986 on the same date of 1914, a decrease of 8 men.

During the year there have been 20 retirements for age and disability.

There are 118 employees, in all other branches, an increase of 2 over last year.

The total number of employees is 1,096.

THIRD DIVISION ABOLISHED.

The third division, which was established in 1913, was abolished and the city redivided into two divisions for fire-fighting purposes, a new district to be known as District 13 established, and the boundary lines of Districts 8, 9, 10 and 12 changed.

INSPECTIONS.

There have been 35,885 inspections of schoolhouses, theaters, moving picture houses, buildings, etc.

There have been 4,227 permits granted for fires in the open air, blasting, storage, sale and discharge of fireworks.

There have been 602 inspections for gasoline licenses and for permits to build garages, and 53 inspections of magazines containing high explosives.

FIRE PREVENTION.

Notwithstanding the fact that there were approximately 36,000 inspections made during the year, and in spite of the publicity campaign conducted as to the causes and prevention of fire, there were 716 more alarms than in 1913.

This brings us face to face with the fact that the public, or that part of the public whom we have tried to reach, pay little attention to the advice, warnings and the constant publicity given to the subject by those having fire prevention and extinguishment in charge, consequently the next step is to get legislation under which penalties can be meted out to those whose carelessness causes a fire.

With the incoming motor apparatus and the high pressure fire service the appliances for extinguishing fire will have about reached their limit of efficiency, so that it is to the prevention of fire that we must devote our energy if the disgracefully enormous losses are to be curtailed.

I have found that automatic sprinklers are the most valuable adjunct in preventing big losses and all buildings in the city used for manufacturing or business purposes should be so equipped.

Under the present laws sprinklers must be installed, upon the order of the Building Commissioner, in the basements of apartment houses. On the order of the Fire Prevention Commissioner of the metropolitan district they must be installed in business and mercantile houses where business of a hazardous nature is conducted, and where more than four people are regularly employed above the second floor. This is wise legislation and is not a hardship, but is a benefit to the property owner. Wherever this department has felt that sprinklers were necessary under the above laws it has not failed to recommend them to the proper authorities.

ADMINISTRATION.

The following motor apparatus was purchased during the year, viz.: Six tractors, two ladder trucks, two hose and chemical combinations, one combination pumping engine, chemical and hose wagon and two commercial trucks, at a total cost of \$68,100.

Engine House 41 in Allston was remodeled to house two companies, at a cost of \$10,655.57.

The quarters of Water Tower 2 in the headquarters building were remodeled and fire shutters were installed on all windows on the exposed sides of this building, and all interior doors covered with metal. This was done to minimize the hazard of fire in this building in which is located the fire alarm operating room.

The Sewall cushion wheel was installed on several pieces of motor apparatus. This was a move for safety and economy.

All the old type of fire alarm boxes in Hyde Park were replaced by new modern boxes.

The above and other improvements which are noted in more complete detail in the appended reports of the Chief of Department and the officials in charge of the various branches were paid for out of the appropriation for the maintenance of the department.

MOTOR APPARATUS.

With the experience of several months' actual service I am able to report that the motor apparatus in commis-

sion has fulfilled all requirements and its greater celerity and mobility over that of the horse-drawn gives the increased efficiency expected.

Regarding the economical side, the decreased number of men needed to man certain apparatus will in time show a marked saving, and if the prices of hay and grain remain normal the saving in those commodities will be substantial, for during the year the number of horses in the department was reduced by 64.

CIVIL SERVICE.

During the year examinations were held by the Massachusetts Civil Service Commission for promotion to all grades below that of Chief of Department, and promotions have been made in order from the eligible list established.

It may be true that this system is not perfect, as it would be difficult to devise a system that would satisfy all, still I believe it is an ideal one and should continue. Not only does it put all the men on the same basis, but it rids the department of politics and eliminates the opportunity for criticism or favoritism.

HIGH PRESSURE FIRE SERVICE.

Actual construction of the high pressure fire service has been commenced; 2.62 miles of pipe have been laid and 78 hydrants set; stock on hand is sufficient to lay seven miles in addition to that already laid.

RECOMMENDATIONS.

Motor Apparatus.

I would respectfully call your attention to the recommendations of the Chief of Department which contain plans to motorize practically all of the apparatus in the outlying sections of the city, and to urge the carrying out of these recommendations as far as the financial conditions permit.

New Stations.

I would recommend a special appropriation of \$25,000 to build a new station in Readville to replace the quarters at present occupied by Hose Company 49, which are not adapted for occupancy. The New York, New Haven & Hartford Railroad Company has offered to furnish the land required for this station at a nominal rent.

The station now occupied by Chemical Company 3, Winthrop street, Charlestown, should be remodeled to house a pumping engine and company. This would cost \$20,000.

With the incoming motor apparatus it appears to me that the apparatus repair shop will be inadequate to store the spare apparatus and house the apparatus being repaired. This department is at present paying approximately \$4,000 a year rental for buildings for the Fire Alarm Branch and to store spare apparatus, therefore it would be a sound business proposition to secure a site and erect a building that would serve the needs of the future.

Yours very respectfully,

JOHN GRADY,

Fire Commissioner.

REPORT OF CHIEF OF THE DEPARTMENT.

FROM: THE CHIEF OF THE DEPARTMENT, BOSTON. FEBRUARY 1, 1915.

TO: THE FIRE COMMISSIONER:

SUBJECT: ANNUAL REPORT.

The following is the report of the Fire Department for the year ending January 31, 1915.

During the calendar year the department has responded to 5,540 alarms. The fire loss was \$3,075,-060.43, which includes \$31,771 marine loss.

ADDITIONS AND CHANGES.

July 3, 1914, a gasolene combination pumping engine, chemical engine and hose wagon was placed in service with Engine Company 11, replacing the gasolene combination chemical engine and hose wagon and the horse-drawn steam fire engine.

July 3, 1914, a gasolene combination chemical engine and hose wagon was placed in service with Engine Company 46, replacing the horse-drawn hose wagon.

August 4, 1914, a gasolene combination pumping engine, chemical engine and hose wagon was placed in service with Engine Company 45, replacing the horse-drawn apparatus.

August 10, 1914, the horse-drawn steam fire engine in service with Engine Company 37 was replaced by the same engine equipped with a two-wheel tractor.

August 24, 1914, a gasolene combination chemical engine and hose wagon was placed in service with Engine Company 10, replacing the horse-drawn hose wagon.

August 31, 1914, the horse-drawn steam fire engine in service with Engine Company 10 was replaced by the same engine equipped with a two-wheel tractor.

September 1, 1914, the horse-drawn steam fire engine in service with Engine Company 46 was replaced by an engine equipped with a two-wheel tractor.

September 13, 1914, a gasoline motor truck was placed in service with the Fire Alarm Branch.

September 25, 1914, a gasoline motor truck was placed in service with the Repair Division.

September 28, 1914, a motor-driven 85-foot aerial truck was placed in service with Ladder Company 4, replacing the horse-drawn apparatus.

November 11, 1914, the horse-drawn water tower in service with Water Tower Company 2 was replaced by the same tower equipped with a two-wheel tractor.

December 3, 1914, a gasoline combination chemical engine and hose wagon was placed in service with Chemical Company 13, replacing the gasoline combination chemical engine and hose wagon badly damaged by a collision while responding to an alarm.

December 9, 1914, a motor-driven city service truck was placed in service with Ladder Company 7, replacing the horse-drawn apparatus.

January 4, 1915, the horse-drawn 85-foot aerial truck in service with Ladder Company 15 was replaced by the same truck equipped with a two-wheel tractor.

The district chiefs of Districts 2, 3, 4, 5, 6, 7, 8, 13 and 15, the veterinary surgeon, Superintendent of the Fire Alarm Branch and the foreman of construction of the same branch have been furnished with gasoline runabouts.

A turret nozzle was placed on Water Tower 2, making a total of thirty-eight in service in this department.

The quarters of Water Tower Company 2 in the Fire Department headquarters were remodeled. The stable and hay loft were demolished. The wooden main floor was removed and replaced by a concrete floor with a granolithic finish designed to carry heavy loads.

The mezzanine floor over what was formerly the stable was reconstructed of steel and concrete, and rooms for officers, a dormitory, shower baths and modern sanitary conveniences provided.

The tower being motorized, eleven horses were removed from this building, the menace of hay loft and stable eliminated and much needed space for the housing of motor cars obtained.

All windows on the exposed sides of the headquarters were protected by the installation of fire shutters, and all interior doors were covered with metal, thus reducing the fire hazard.

Engine House 41 in the Brighton district was remodeled to house a triple combination, pumping engine, chemical engine and hose wagon and an 85-foot motor-driven aerial truck.

This was a much needed improvement, and besides providing the accommodations for housing the increased number of men it is now possible to give this section the ladder service absolutely necessary.

The exterior walls of the building in which are quartered Ladder Companies 8 and 14 and Engine Company 25 were pointed and treated by a process which removed from the brick and stone the weather stain of years. The exterior wood and metal was painted, the whole greatly improving the appearance of this station.

Retaining walls were built on the side and rear of Ladder House 31, and ornamental brick posts and an iron paling fence were erected, giving a finished appearance to the grounds and building.

A retaining wall was built on the Walk Hill street side of Chemical House 13.

At Engine House 30 the wing walls and the area walls were rebuilt and the side wall of the building pointed.

The exterior walls of the building in which are quartered Engine and Ladder Companies 3 were pointed.

More adequate toilet facilities were installed in the Veterinary Hospital.

In the quarters of Engine Company 21, a chimney running up through the center of the house was removed and a new chimney built on the outside, thus removing a source of danger and annoyance.

March 14, 1914, the third division was abolished and the city redivided into two divisions for fire purposes.

The district lines of Districts 8, 9, 10 and 12 were changed, and a new district to be known as District 13 was established and a district chief assigned in charge.

The position of supervisor of motor apparatus was created and a member of the department assigned to the duties, which consist of the supervision of the maintenance and repairs of all motor apparatus and instructor in the school for chauffeurs.

The office of the supervisor is in the quarters of Tower 2, and here are located workshop, storeroom for spare parts and wrecking and spare cars.

Assigned to this company are several expert chauffeurs and mechanics who are called upon to repair and

change cars at all hours of the day and night, and by this service the department avoids the payment of extra time to civilian mechanics. When it is considered that in addition to the twenty-eight pieces of motor-driven fire apparatus there are thirty smaller cars in this department, the remodeling of these quarters to make possible all this was a measure of economy.

Ladders 7, 8, 21, 29 and Engine 41 have been equipped with the Sewall cushion wheel. At the present writing it appears that this wheel has solved the problem of giving the desired resiliency for heavy motor apparatus without the dangers of the pneumatic or the short lived and therefore costly service of the filler tired wheels.

A two-wheel gasolene tractor has been received and applied to Ladder 14, and will shortly be placed in service in the quarters of Engine Company 41, and a new company organized to man this truck.

An 85-foot gasolene motor truck has been received and will be placed in service with Ladder Company 8, replacing the horse-drawn apparatus.

Towers 1 and 3, equipped with gasolene-electric two-wheel tractors, have been received and will shortly be placed in service.

BUILDINGS.

The interiors are in good condition as regards cleanliness, but in a great many instances the stations are not modern, the quarters are cramped, and a few hardly fit for occupancy. With the incoming of motor apparatus a great deal of remodeling will have to be done.

APPARATUS AND EQUIPMENT.

The annual inspection of apparatus and equipment, including hose, was made, and the necessary repairs made to bring everything up to the standard.

BUILDING INSPECTION.

The usual inspections were made of theaters, motion picture houses and all places of public assembly for either a new or renewal of license.

A weekly inspection and report was made of theaters and motion picture houses.

Weekly inspections were made and reports submitted of buildings which were visited, and when conditions

considered a menace were found the officials under whose supervision they came were notified.

A monthly inspection of all fire appliances in schools, libraries and other public buildings was made and conditions reported.

On request signs erected on roofs were inspected and reported on.

Inspections of reported hazardous conditions were made when requests were received to do so.

A member of this department was detailed to safeguard the transportation and storage of explosives and to pass on all applications to store gasoline.

DRILLS.

During the year all companies have held weekly drills, and all men coming into the department have passed through the regular drill school.

During the year eight men have successfully passed the school of instruction for engineers.

During the year ninety-one men have received instruction in the department automobile school.

MUTUAL AID.

The usual spirit of cooperation has been shown by the cities and towns adjacent to our city, and during the year this department has responded to calls for assistance from Salem and Chelsea.

FIRE HAZARD AND PREVENTION.

A Fire Prevention Commission was created by the Legislature of 1914 and a commissioner and assistants appointed and are now at work with the hearty cooperation of this department to remedy the well-known hazards that exist.

A campaign of education was carried on by this department to spread a far-reaching knowledge of the result of carelessness in its relation to the causes of fires.

CIVIL SERVICE.

Examinations for promotion to all grades below that of Chief of Department were held September 3 and 4, and the lists posted.

Promotions were made from the list in order.

HYDRANTS.

The following is the number and type of hydrants in use for fire service January 31, 1915:

Boston post	3,319
Ordinary post	2,956
Lowry	1,770
Boston Lowry	703
Boston	204
Chapman post	167
Ludlow post	12
Coffin post	1
Total	<u>9,132</u>

RECOMMENDATIONS.

The items named under this heading constitute, in my opinion, what is absolutely necessary to keep abreast of the modern standard demanded by our citizens.

FIRE STATIONS.

A site should be secured in the Readville section of the city and a house built to replace the present quarters of Hose Company 49, which are unfit for occupancy.

The building formerly occupied by the Municipal Court in South Boston, which has been turned over to this department, should be remodeled for Ladder Company 5.

The quarters now occupied by Chemical Company 3 should be remodeled for an engine company.

The quarters of Engine Company 14 are not modern and sadly lacking in the proper sanitary equipment and should be remodeled.

The substitution of shower baths for bath tubs, especially in the quarters of double companies, should be carried out as far as financial conditions will permit, also the work of providing separate rooms for all officers.

All exterior wood and metal work on the stations should be painted when conditions permit.

APPARATUS.

Engines.

A gasoline combination pumping engine, chemical engine and hose wagon with a pump capacity of at least 700 gallons per minute for the proposed station in Readville.

A gasolene combination pumping engine, chemical engine and hose wagon to have a pump capacity of at least 1,000 gallons per minute for the proposed remodeled station on Winthrop street, Charlestown. Chemical Company 3 should be disbanded and the men assigned to the new engine company.

Gasolene combination pumping engines, chemical engines and hose wagons to have a pump capacity of at least 700 gallons per minute to replace the horse-drawn apparatus in the quarters of Engine Companies 14, 16, 17, 19, 20, 28, 30, 42 and 48.

A gasolene combination pumping engine and hose wagon with a pump capacity of at least 1,000 gallons per minute to replace the horse-drawn apparatus in service with Engine Company 43.

A tractor should be applied to the horse-drawn steam fire engine in the quarters of Engine Company 33.

Chemical and Hose Combinations.

A gasolene combination chemical engine and hose wagon to replace the present horse-drawn wagon in the quarters of Engine Company 33.

Chemical Engines.

The horse-drawn chemical engines at present located in the quarters of Chemical Companies 1 and 2 to be replaced by motor-driven chemical engines.

Ladder Trucks.

An 85-foot motor-driven aerial truck to replace the 75-foot horse-drawn truck in the quarters of Ladder Company 17, and this 75-foot truck to have a tractor attached and placed in service with Ladder Company 12, replacing the horse-drawn truck.

A tractor should be applied to the horse-drawn truck in service with Ladder Company 18.

A 75-foot motor-driven aerial truck to replace the horse-drawn truck in service with Ladder Company 9, Charlestown. This would give the desired service for the hill section, and could respond to first alarms as far as Haymarket square.

Motor-driven combination ladder trucks and chemical engines to replace horse-drawn apparatus in the quarters of Ladder Companies 6, 10, 16, 20, 23, 24, 25, 26, 27 and 28.

Men.

The company recommended for Readville should consist of a lieutenant and six men, and as Hose Company 49 would be disbanded the man now assigned to that company could be transferred to the engine company.

The engine company recommended for Charlestown would require but seven men, as Chemical Company 3 would be disbanded and the men transferred to the new engine company.

The new ladder company in the quarters of Engine Company 41 in the Allston section would require ten men.

The morale of the department is up to the standard expected, and to all the other departments who have worked with a cheerful spirit when called upon to cooperate I wish to express my gratitude.

P. F. McDONOUGH,
Chief of Department.

FIRE ALARM BRANCH.

FROM: THE SUPERINTENDENT OF FIRE ALARM BRANCH.

TO: THE FIRE COMMISSIONER:

SUBJECT: ANNUAL REPORT FOR YEAR ENDING JANUARY 31, 1915.

I respectfully submit the following report of the Fire Alarm Branch for the fiscal year February 1, 1914, to February 1, 1915:

OPERATING DIVISION.

Alarms received and transmitted:

Box alarms, first	2,960
Box alarms, second	59
Box alarms, third	27
Box alarms, fourth	6
Box alarms, fifth	1

Alarms received but not transmitted:

Alarms received from the same box two or more times for the same fire	253
Alarms received from adjacent boxes for same fire	317
Box alarms received but treated as stills	19
Third alarms for which first and second had been received	19
Third alarms, second omitted	7
Fourth alarms for which second and third had been received	4
Fourth alarms, second omitted, third received	2
Fifth alarms, second omitted, third and fourth received	1

STILL ALARMS.

Alarms received from citizens by telephone	1,215
Alarms received from Police Department by telephone,	213
Alarms received by companies which responded	1,167
Box alarms received for same fires	151
Alarms received from Protective Department by tele- phone	4

AUTOMATIC AND A. D. T. ALARMS.

Boston Automatic alarms received	139
Box alarms received for same	11
A. D. T. alarms received	32
Box alarms received for same	4

TOTAL ALARMS.

Box alarms received	3,642
Box alarms transmitted	3,053
Still, Automatic and A. D. T. alarms (eliminating those for which box alarms were transmitted)	2,604
Total alarms transmitted	<u>5,657</u>

BOX RECORDS.*

Boxes from which no alarm was received	381
Boxes from which twenty or more alarms were received,	14
Box tests and inspections	9,060

* Each keyless door is tried biweekly.

CONSTRUCTION DIVISION.

IMPROVEMENTS IN DEPARTMENT HOUSES.

Electric lights have been installed in place of gas in the houses of Engine Companies 27, 32 and 36 and Ladder Company 9, and the houses of Engine Company 41 and Tower Company 2 were rewired, because of change of construction. Many additions and changes have been made in the lighting systems in various department houses and fire alarm test switches have been installed in four houses.

In May and June all carbon lamps throughout the department were replaced with Mazda lamps; and a saving in lighting bills of several thousand dollars yearly is anticipated.

Several new tappers have been connected into service, and most of the large electro-mechanical tappers have been replaced with small direct-acting tappers, thereby eliminating considerable trouble.

FIRE ALARM BOXES.

During the past year 66 new fire alarm boxes were established, consisting of 17 on lamp-posts, 35 on poles, 5 on schoolhouses, 3 on property of Edison Electric Illuminating Company, 3 in theaters, 1 in a hospital, 1 in a manufacturing plant, and 1 on railroad property. Twenty-one boxes were removed from poles and buildings and re-established on lamp-posts, 2 were changed from buildings to poles, the locations of 5 were changed, and 3 boxes were removed from service.

Fifty-seven street boxes in Hyde Park of an obsolete type were replaced by new boxes, and new boxes have been ordered to replace three on private property. Outside alarms in Hyde Park have been eliminated, and the speed of the boxes has been increased to the Boston time.

OUTSIDE CONSTRUCTION WORK.

Forty-four thousand three hundred and thirty-four feet of underground cable were installed during the past year on Blue Hill avenue to Mattapan square; on Massachusetts avenue, from railroad bridge to Edward Everett square; on Centre street, Jamaica Plain, from

Heath street to Green street, and to connect various lamp-post boxes and overhead wires.

Twenty-two new lamp-posts were put up, new connections to old posts were made, and posts were reset. Three new test posts and pole connections were installed. One test post was removed from service.

Ten thousand three hundred and twenty-two feet of ducts were laid, and of this amount 6,114 feet were laid in conjunction with the Police Department. Nine man-holes were built.

Considerable old wire was removed from poles due to the underground work, and some old wire was replaced with new. Much time was spent in changing wires from old to new poles that are set by the various companies.

RECOMMENDATIONS.

The district prescribed by the Wire Commissioner for the coming year, wherein poles and wires in certain streets must be removed, does not materially affect this department. There are certain places, however, where the present overhead system is in dangerous condition, and I recommend that underground cables be installed. The Hyde Park alarm system should be controlled from the main office, and considerable underground work will be required. One of the most important needs of the department is more cable in Boston proper to relieve the old cables of parts of their loads and which could be used in emergency.

UNDERGROUND CABLE INSTALLED.

<i>City Proper.</i>		Feet.
To City Hall Annex, 6-conductor		513
Milk street, Washington street to Congress street, 10-conductor		1,029
Post connections, 10-conductor		1,226
Post connections, 6-conductor		518
Post connections, 4-conductor		527
<i>Charlestown.</i>		
Post connections, 10-conductor		984
Post connections, 6-conductor		359
Chelsea Bridge (temporary), 6-conductor		440
<i>South Boston.</i>		
To L street power station		560

Dorchester.

	Feet.
Blue Hill avenue, Harvard street to Mattapan square, 20-conductor	11,768
Massachusetts avenue, railroad bridge to Boston street, 20-conductor	2,735
McLellan and Erie streets, 4-conductor	732
Post connections, 20-conductor	634
Post connections, 15-conductor	50
Post connections, 10-conductor	1,489
Post connections, 6-conductor	1,451
Post connections, 4-conductor	1,779

Roxbury and West Roxbury.

Centre street, Heath street to Lamartine street, 20-conductor	1,042
Centre street, Lamartine street to Green street, 10-conductor	7,328
Hyde Park avenue, Tower street to Walk Hill street, 10-conductor	1,929
Southampton street, Albany street to Massachusetts avenue, 10-conductor	1,038
Post connections, 20-conductor	40
Post connections, 15-conductor	302
Post connections, 10-conductor	1,211
Post connections, 6-conductor	85
Post connections, 4-conductor	1,615

Brighton.

Post connections, 15-conductor	229
Post connections, 10-conductor	357
Post connections, 6-conductor	175
Post connections, 4-conductor	3,834

NEW FIRE ALARM POSTS SET AND DUCT LENGTHS TO SAME.

Dorchester.

	Feet.
Blue Hill avenue and Greenock street	48.5
Blue Hill avenue and Johnston road	36.0
Blue Hill avenue and Morton street	72.0
Blue Hill avenue and Walk Hill street	54.0
Mattapan square	52.0
Erie and Elmo streets	22.0
Hamilton and Speedwell streets	22.0

Jamaica Plain.

Centre street and Chestnut avenue	14.0
Centre street and Mozart street	39.0
Centre street and Perkins street	40.0
Centre street and Spring Park avenue	47.6
Centre street and Pond street	46.0
Centre street and Orchard street	121.0
Green street and Chestnut avenue	14.0

FIRE DEPARTMENT.

19

West Roxbury.

	Feet.
Washington and South streets	41.0

Brighton.

Brighton avenue and Malvern street	30.0
Brainerd road and Marshall terrace	35.0
Quint and Glenville avenues	6.5

City Proper.

Somerset and Allston streets	11.0
Charles street, opposite Poplar street	32.0
Beverly street and Warren Bridge	—

Charlestown.

High and Cross streets	21.0
----------------------------------	------

FIRE ALARM POSTS RESET.

	Feet.
Edward Everett square, change of connection	70
City square, change of connection	135
Cambridge street and Harvard avenue, change of curb,	—
Commonwealth and Harvard avenues, change of curb,	—
Washington street and Montebello road, change of curb	—
Union Wharf and Commercial street, knocked down by team	—
Norfolk and Thetford streets, change of curb	20
Cambridge and South Russell streets, account of new subway	1
Summer street, opposite Hawley street, account of new subway	23
High and Oliver streets, knocked down by team	—
Brookline avenue and Lansdowne street, account of building construction	—
Brighton and Harvard avenues, knocked down by team	—
Massachusetts avenue and Beacon street, knocked down by team	—
Dorchester avenue near drawbridge, knocked down by team	—
Washington and Park streets, Dorchester, obstruction in duct	—

TEST POSTS SET.

Park and Warren streets, 4 ducts	66
Blue Hill avenue and Harvard street, 4 ducts	36
Mattapan square, 4 ducts	61

TEST POSTS REMOVED.

City Square	—
-----------------------	---

POLE CONNECTIONS.

	Feet.
Blue Hill avenue and Wayne street	168.5
Blue Hill avenue and Harvard street	196.0
Blue Hill avenue and Woodrow avenue	212.0
Blue Hill avenue and Morton street	250.0
Blue Hill avenue and Walk Hill street	194.0
Blue Hill avenue and Almont street	230.0
Blue Hill avenue and Fremont street, 2 ducts	78.0
Blue Hill avenue and Oakland street	179.0
* Massachusetts avenue near railroad bridge	12.9
Centre and Lamartine streets	146.0
Centre and Gay Head streets	236.0
Centre and Creighton streets	229.0
Centre and Day streets	202.0
Centre and Perkins street	163.0
Centre and Amory streets	200.0
Chestnut avenue and Sheridan street	90.0
* Centre and Highland streets	172.0
Cambridge street and Allston Heights	248.0

CONDUITS INSTALLED.

Engine 4, 3 ducts	33.5
* Massachusetts avenue, between railroad bridge and Edward Everett square, 2 ducts	2,560.0
* Centre street, between Amory and Lamartine streets, 2 ducts	222.0

MANHOLES BUILT.

* Massachusetts avenue	9
----------------------------------	---

NEW PUBLIC FIRE ALARM BOXES.

City Proper.

1272.	Washington street, opposite Water street.
1273.	Washington street, opposite Bromfield street.
1294.	Atlantic avenue, at India Wharf.
1314.	Beverly street and Warren Bridge.
1335.	Somerset and Allston streets.
1347.	Charles street, opposite Poplar street.
1425.	Winthrop square.
1576.	Beacon and Fairfield streets.

South Boston.

166.	Northern avenue, opposite Pier 5.
167.	Fargo and C streets.

* One-half expense borne by Police Department.

Dorchester.

- 180. Crescent avenue and Sydney street.
- 304. West Cottage and Judson streets.
- 391. Harvard and Morton streets.
- 911. Cushing avenue and Windermere road.
- 914. Adams and Linden streets.
- 926. Hamilton and Speedwell streets.
- 939. Homes avenue and Topliff street.
- 942. Dix and Lafield streets.
- 955. Brent and Wainwright streets.
- 3113. Southampton street, near railroad bridge.
- 3453. Ashmont street, opposite Newhall street.
- 3532. Morton and Oakridge streets.
- 3573. Oakland and Tampa streets.
- 3642. Granite avenue, near Milton Bridge.

Roxbury.

- 2356. Francis and Binney streets.

Jamaica Plain and West Roxbury.

- 2471. Chestnut avenue and Green street.
- 2524. Hyde Park avenue and Northbourne road.
- 2544. Washington street, opposite South street.
- 2562. Kittredge and Albano streets.
- 2613. Bellevue avenue and Auburn street.
- 2617. Aldrich and Cornell streets.
- 2625. Park street, opposite Rutledge street.
- 2633. Centre and Spring streets.
- 2641. La Grange and Shaw streets.
- 2653. Centre and Grove streets.
- 2662. Rockland street and Schiller road.
- 2756. Vermont and Temple streets.

Brighton.

- 801. Allston Heights and Ridgmont street.
- 802. Maple avenue and Dustin street.
- 812. Brighton avenue and Malvern street.
- 816. Brainerd road and Marshall terrace.
- 817. Quint and Glenville avenues.
- 860. Warren street and Woodstock avenue.
- 879. Waverly and Lincoln streets.
- 883. Union and Shepard streets.
- 884. Brookdale road and Faneuil terrace.
- 885. Newcastle road and Hobson street.
- 886. Stratton and Champney streets.
- 891. Cambridge and Mansfield streets.
- 893. Appian way and Raymond street.
- 894. Lincoln street, near Everett street.
- 895. Braintree street and Denton road.

NEW SCHOOLHOUSE BOXES.

- 689. Philip Sheridan School, Prescott street.
- 2262. Nathan Hale School, Cedar street.
- 3163. Benedict Fenwick School, Magnolia street.
- 3347. Florence Nightingale School, Park street, near Washington street.
- 3523. William Bradford School, Willowwood street.

NEW PRIVATE BOXES.

- 620. Signal Station, Boston & Albany Railroad Yard. (Auxiliary.)
- 630. American Stay Company, Marginal street.
- 805. St. Elizabeth Hospital.
- 896. Allston Theater, Brighton avenue.
- 1326. Palace Theater, Court street.
- 1476. Wilbur Theater, Tremont street.
- 3125. Edison Electric Illuminating Company, Massachusetts avenue.
- 7325. Edison Electric Illuminating Company, L street station.
- 7326. Edison Electric Illuminating Company, First street yard.

CHANGES IN LOCATION OF BOXES.

- 341. Bowdoin and Bullard streets, to Bowdoin street and Geneva avenue.
- 441. Engine House 27, Elm street, to High and Cross streets.
- 526. Centre street, near Goldsmith street, to Centre and Orchard streets.
- 844. Lincoln street, near Market street, to Lincoln and Market streets.
- 1274. Washington and Milk streets, to Hawley and Milk streets.
- 2357. Children's Hospital, Huntington avenue, to Children's Hospital, Longwood avenue.
- 2514. Washington and Morton streets, to Hyde Park avenue and Tower street.

BOXES MADE ACCESSIBLE TO PUBLIC.

- 414. Warren School, to pole, Summer and School streets.
- 1494. Quincy School, Tyler street, placed on building outside of yard.
- 2818. Gardner School, to pole, Athol and Brentwood streets.

BOXES REMOVED FROM SERVICE.

- 616. Commonwealth Pier, near Lewis street.
- 781. Museum of Fine Arts.
- 792. Metropolitan Steamship Company, India Wharf.

SUMMARY OF WORK DONE.

	Fect.
New line wire used	93,151
Old wire removed from poles	194,550
Aerial cable installed	25,964
Conductors in same	93,564
Aerial cable removed	6,050
Conductors in same	46,600
Underground cable installed in ducts of New England Telephone and Telegraph Company	31,145
Conductors in same	392,026
Underground cable installed in Boston Fire Department ducts	12,924
Conductors in same	152,877
Underground cable installed in ducts of Postal Telegraph Company	215
Conductors in same	2,990
Total underground cable installed	44,334
Conductors in same	547,553
Cables used for repairs and on account of new subway	3,916
Conductors in same	86,289
Miscellaneous cables installed underground (to connect private boxes)	2,447
Conduit laid by this department	7,128
Ducts in same	10,322
Manholes built	9
Poles set	5
Crossarms used	1,025
Fire alarm boxes installed:	
By Fire Department	52
By Schoolhouse Department	5
By Auxiliary Fire Alarm Company	1
On private property	8
Fire alarm boxes removed from service	3
Fire alarm posts set (new)	22
Fire alarm posts reset	15
Fire alarm test posts installed (new locations)	3
Fire alarm test post removed	1
Fire alarm pole test boxes installed	19

FIRE ALARM BOXES IN SERVICE.

Total number	1,025
Owned by Fire Department	749
Owned by Schoolhouse Department	142
Owned by Auxiliary Fire Alarm Company	56
Private ownership	78
Department boxes in service:	
On lamp-posts	316
On poles	406

On buildings with lights over them	21
On buildings (not lighted)	3
With keyless doors	688
With keyless doors — handles under glass guards .	57
With key doors	4
With auxiliary attachments	15
Schoolhouse boxes in service:	
On lamp-posts	10
On poles	15
On outside of buildings	60
Inside buildings	57
With keyless doors	85
With key doors	57
Auxiliary Fire Alarm Company boxes in service:	
On poles	7
On outside of buildings	17
Inside buildings	32
With keyless doors	8
With key doors	48
Private boxes in service:	
On poles	6
On outside of buildings	18
Inside buildings	54
With keyless doors	11
With key doors	67

POSTS.

Lamp-posts in service	326
Lamp-posts set but not in service	3
Test posts in service	55
Pole test boxes in service	157

CLASSIFICATION OF FIRE ALARM STATIONS.

Academies	4
Asylums	2
Ball ground	1
Car barns	5
Cemetery	1
Church	1
Homes for Aged People	2
Hospitals	14
Hotels	6
Manufacturing plants	18
Milk depot	1
Navy Yard	3
Newspaper office	1
Office building	1
Police station	1
Power stations	5
Prison	1

Public building	1
Public hall	1
Railroad shops	4
Railroad stations	5
Railroad yards	10
Restaurant	1
Retail stores	5
Schoolhouses	156
Stables	2
Stock yards	2
Street boxes *	725
Theaters	28
Warehouse	1
Wharves	5
Wholesale house	1
	<hr/>
	<u>1,025</u>

CIRCUITS.

Number of box circuits (main office)	49
Number of box circuits (Hyde Park)	4
Number of tapper circuits	12
Number of gong circuits	13
Special repeater circuit, Hyde Park to main office	1
High pressure signaling circuit	1
Number telephone circuits to department stations	43
Number telephone circuits to Oxford Exchange	7
Special telephone circuit to Back Bay Exchange	1
Special telephone circuit to Police Headquarters	1
Special telephone circuit to A. D. T. Company's office	1

WIRE, CABLE AND CONDUITS.

	Feet.
Line wire in service	1,381,600
Aerial cable in service	110,703
Conductors in same	632,841
Aerial cable conductors in service	457,929
Underground cable in service	614,110
Conductors in same	9,971,947
Underground conductors in service	5,200,527
Conduit owned by Fire Department	43,287
Ducts in same	56,302
Ducts in New England Telephone and Telegraph Company's system used by Fire Department	417,702
Ducts in Postal Telegraph Company's system used by Fire Department	1,411

* There are several boxes installed by the Schoolhouse Department and others, so as to be accessible to public, which are not counted as street boxes.

FIRE ALARM APPARATUS.

Tappers in service	134
Boston tappers in adjacent towns and cities	6
Tappers connected to adjacent system in Boston Fire Department stations	6
Gongs in service	121
Registers in service (outside of Fire Alarm Office)	25
Relays in service	12
Telephones in department system	134
Public exchange telephones	8

TOWER BELLS.

Bells in service:	Pounds.
Faneuil Hall	5,816
Bells owned by Fire Department, but not in service:	
Engine 29, Chestnut Hill avenue, Brighton, steel	1,535
Engine 30 (old house), Mt. Vernon street, West Roxbury, steel	1,000
Saratoga Street Church, East Boston, steel	1,968
Trinity Church, Trenton street, East Boston, composition	1,760
Old hose house, Hyde Park avenue	—

PUBLIC CLOCKS.

Thirty tower clocks, twenty-five of which are owned by the city, are taken care of by this department. Sixty-two reports of clock troubles were attended to, and quite extensive repairs were made on the clock of the Tremont Street Methodist Episcopal Church. The weight rope in St. Augustine's Church, South Boston, broke, causing considerable damage to the building.

GEORGE L. FICKETT.

SUPERINTENDENT OF REPAIR SHOP.

BOSTON, February 9, 1915.

FROM: SUPERINTENDENT OF REPAIR SHOP.

TO: THE FIRE COMMISSIONER:

SUBJECT: REPAIR WORK FOR FISCAL YEAR OF 1914.

I respectfully submit the following table giving the number of repairs on horse-driven apparatus and automobile apparatus in the Repair Shop Branch and their cost; also the number of repairs done on both by outside firms and the cost. The number of repairs made at company quarters by department mechanics and by outside firms is shown, and the amount of material furnished where the work was done by members of the respective companies. Repairs on furniture is also included.

HORSE-DRIVEN APPARATUS.

Number of jobs done in repair shop	2,535
Cost for material and labor	\$24,980
Number of jobs by outside firms	350
Cost of jobs by outside firms	\$7,890

MOTOR APPARATUS.

Number of jobs done in repair shop	482
Cost for material and labor	\$3,800
Number of jobs done by outside firms, including shoes and tubes	609
Cost of the above	\$3,253

HOUSE REPAIRS.

Number of repairs by carpenters, plumbers, painters and steamfitters	392
Cost of the above	\$15,100
Number of jobs done by outside firms	139
Cost of jobs done by outside firms	\$2,455
Stock furnished, work done by company members	\$1,459

FURNITURE REPAIRS.

Number of jobs done in repair shop	44
Cost of jobs done in repair shop	\$136
Number of jobs done by outside firms	26
Cost of jobs done by outside firms	\$824

OUTSIDE WORK ON APPARATUS.

43 Springs applied and repaired on horse-driven apparatus.

26 Springs applied and repaired on motor apparatus.

REPAIR SHOP REPAIRS.

Solid tires were applied to 30 engine wheels.

Solid tires were applied to 14 ladder wheels.

Solid tires were applied to 5 chemical wheels.

Solid tires were applied to 4 D. C. wheels.

MOTOR APPARATUS.

90 Storage batteries recharged by the Exide Company.

25 Storage batteries recharged in the repair shop.

105 Prest-O-Lite tanks were exchanged.

46 Automobile shoes were repaired outside repair shop.

306 Automobile inner tubes were repaired outside repair shop.

APPARATUS REBUILT.

Engines 6 and 34.

Towers 1, 2 and 3 and Ladder 15 changed to tractors.

GENERAL REPAIRS AND OVERHAULING ON

6 Ladder trucks, Ladders 6, 13, 21, 24, 29 and spare truck.

7 Chemicals, Chemicals 1, 3, 4, 5, 8 and 13. Chemical 10 in repair shop.

12 Fire engines, Engines 4, 6, 7, 9, 12, 22, 36, 39, 43, 45 and 48.

10 Hose wagons, Hose Wagons 1, 6, 9, 11, 12, 16, 23, 24, 26 and 43.

HOSE.

Feet.

Total purchased during the year	20,734 $\frac{1}{3}$
---	----------------------

Total condemned during the year	15,637 $\frac{1}{3}$
---	----------------------

Amount in use February 1, 1915	136,411 $\frac{2}{3}$
--	-----------------------

Amount in store February 1, 1915	5,881
--	-------

1,200 feet 2 $\frac{1}{2}$ -inch Eureka hose was furnished to this department by the city of Salem to replace hose destroyed at the fire in that city, June 25, 1914.

MISCELLANEOUS.

Numerous small jobs by carpenters, plumbers, painters and steamfitters. Boilers installed in Engines 30 and 41, Ladder 19 and Chemical 2, besides making improvements in the heating system throughout the department.

Respectfully submitted,

E. M. BYINGTON,
Superintendent.

BOSTON FIRE DEPARTMENT VETERINARY HOSPITAL.

FROM: THE DEPARTMENT VETERINARIAN. BOSTON, February 4, 1915.

TO: THE FIRE COMMISSIONER:

SUBJECT: ANNUAL REPORT.

SIR,— I respectfully report for the year ending January 31, 1915, the number of calls received for treatment of sick and injured horses and for medicines was 950.

There were 350 horses treated at the Veterinary Hospital for sickness and injuries and 312 treated in their respective quarters for minor troubles.

There were 388 calls for medicines for emergency use.

The health and condition of the horses of this department is excellent.

The number of horses purchased, sold, died, killed in service and destroyed for the year ending January 31, 1915, is as follows:

Total number on hand, February 1, 1914	.	.	.	407
Total number on hand, February 1, 1915	.	.	.	343
Horses purchased	.	.	.	25
Horses sold	.	.	.	73
Horses died	.	.	.	5
Horses destroyed	.	.	.	10
Horses killed in service	.	.	.	1

DANIEL P. KEOGH, M. D. V.

HEADQUARTERS FIRE DEPARTMENT.

FROM: THE MEDICAL EXAMINER.

BOSTON, February 1, 1915.

TO: THE FIRE COMMISSIONER:

SUBJECT: ANNUAL REPORT.

I have the honor to report for the year ending January 31, 1915, as follows:

Number of cases of illness	289
Number of cases of injury	720
Remained on duty	579

The total number of injuries appears large, but this is due to the stricter observance of the rule that all injuries, however slight, must be reported.

EXAMINATIONS.

For appointment as probationary firemen	17
General examinations, including probationers, at the expiration of their terms	1,531
House and hospital visits	156

The health of the men has been exceptionally good, the principal ailments being acute bronchial affections in the winter and spring, and gastro-intestinal disorders in the summer months. The thirty-seven medicine chests carried on the different apparatus have been regularly inspected and invariably found in first-class order, for which great credit is due to the commanding officers.

DEATHS.

Lieut. William Hughes, Engine Company 20, February 24, 1914, of injuries received at box 945, January 14, 1914.

Thomas F. Turner, repair shop, March 2, 1914, suicide.

Raymond V. Landry, Engine Company 26-35, July 25, 1914, drowning.

Lieut. William H. Magner, Ladder Company 9, December 18, 1914, fractured skull and multiple injuries.

Thomas W. Devney, Engine Company 38-39, December 25, 1914, fatally injured in quarters.

In closing permit me to thank you for your unfailing courtesy, and your subordinate officers for their cheerful and loyal support in the discharge of my duties.

Respectfully,

R. W. SPRAGUE,
Medical Examiner.

GASOLENE BOARD.

FROM: GASOLENE BOARD.

BOSTON, February 1, 1915.

TO: THE FIRE COMMISSIONER:

SUBJECT: ANNUAL REPORT.

I respectfully report for the year ending January 31, 1915, as follows:

During this period the Board has made 602 inspections and passed upon plans for new or alterations of 517 buildings in which gasoline was to be stored.

Seven hundred thirty-five reports have been made to the Fire Commissioner on various matters.

The system of regulations which were arbitrarily brought into existence by the former Board has been abolished. These regulations were based upon self-given authority and tended to create great dissatisfaction among property owners and builders. These same property owners and builders are now only too willing to adopt the regulations from us by delegated authority from the District Police and the new regulations of the Fire Prevention Commissioner of the metropolitan district.

Conferences have been held with the Building Department, District Police, Street Commissioners, Fire Prevention Commissioner and Law Department.

Demonstrations of safety devices have been witnessed in New York, New Jersey and Boston.

During the past year the Board has passed on 308 applications for the storage of combustible oils, supervised 312 transportations of high explosives and passed upon 323 blasting and transportation permits of high explosives for contractors.

The Board has made 53 inspections of magazines where high explosives are stored.

The Fire Prevention Commissioner has turned over to the Fire Commissioner his authority on the work that comes under this branch and has sought the advice of this Board on these matters for neighboring cities and towns.

MICHAEL J. GILLIGAN,
Inspector of Explosives and Combustibles.

MOTOR APPARATUS.

FROM: SUPERVISOR OF MOTOR APPARATUS.

TO: THE FIRE COMMISSIONER:

SUBJECT: ANNUAL REPORT.

BOSTON, March 9, 1915.

I respectfully state that on February 1, 1915, there were fifty-eight (58) pieces of motor apparatus owned by the Fire Department. Thirty (30) of these were chiefs' cars, fire alarm repair shop and Veterinary Hospital cars of the touring and runabout type and termed light apparatus. Twenty-eight (28) were of the heavy truck type such as ladder trucks, pumping engines, hose wagons, chemicals and tractors and termed heavy apparatus. Three (3) of the heavy type are not yet in commission, namely, Tower No. 1, Ladder No. 8 and Ladder No. 14. Sixteen (16) heavy pieces and four (4) light pieces of this apparatus have been placed in commission since May 29, 1914.

On February 1, 1915, there was a total of two hundred (200) men in this department who were capable of operating at least one of the different kinds of motor apparatus in this department. Of this number, ninety-one (91) have been trained since I was appointed supervisor of motor apparatus, May 29, 1914.

From May 29, 1914, to February 1, 1915, there have been three hundred and seventy-three (373) repairs made on automobiles in the repair shop by repair men and chauffeurs assigned to the auto squad, and one hundred and ninety-three (193) made outside of shop, on the road and in quarters, generally during the night and on Sundays, by the chauffeurs assigned to duty on the automobile apparatus.

A card system has been originated covering description and record of apparatus, expense account of each separate piece and a service record as well as a chauffeur's record.

A chauffeur's school has been installed and in operation (the department owns all the appliances), and many new mechanical devices for repairing automobiles have

been installed, such as chain hoist (Franklin crane), Arbor press, welding and cutting off outfit, wrecking truck and other devices, making the repair work much more expedient than could be possible without these devices.

Respectfully submitted,

N. BOUTILIER,
Supervisor of Motor Apparatus.

THE DEPARTMENT ORGANIZATION.

Commissioner, JOHN GRADY.
 Chief Clerk, BENJAMIN F. UNDERHILL.
 Chief of Department, PETER F. McDONOUGH.
 Superintendent of Construction and Repairs, EUGENE M. BYINGTON.
 Superintendent of Fire Alarms, GEORGE L. FICKETT.
 Chief Operator and Assistant Superintendent of Fire Alarms, RICHARD DONAHUE.
 Veterinarian, DANIEL P. KEOGH.
 Medical Examiner, RUFUS W. SPRAGUE.

STRENGTH AND PAY.

HEADQUARTERS.

	Per annum.
1 Commissioner	\$5,000
1 Chief clerk	2,500
1 Medical examiner	1,300
1 Bookkeeper	1,850
2 Clerks	1,600
1 Clerk	1,400
1 Clerk	1,200
1 Assistant engineer (messenger) *	1,400
1 Private (inspector explosives) *	1,400

10

FIRE-FIGHTING BRANCH.

1 Chief of department	\$4,000
2 Deputy chiefs	3,000
15 District chiefs	2,300
57 Captains	1,800
92 Lieutenants	1,600
1 Private, aid to chief	1,400
50 Engineers	1,500
4 Engineers	1,300
5 Engineers	1,200
1 Engineer	900
42 Assistant engineers	1,400
6 Assistant engineers	1,300
1 Assistant engineer	1,000

* Detailed from fire-fighting branch.

Per annum.

701 Privates:

432	.	.	.	.	.	.	.	.	.	\$1,400
46	.	.	.	.	.	.	.	.	.	1,300
51	.	.	.	.	.	.	.	.	.	1,200
46	.	.	.	.	.	.	.	.	.	1,100
88	.	.	.	.	.	.	.	.	.	1,000
34	.	.	.	.	.	.	.	.	.	900
4	.	.	.	.	.	.	.	.	.	720

978

REPAIR SHOP BRANCH.

1 Superintendent	.	.	.	.	.	.	.	.	.	\$2,500
1 Captain, assistant superintendent *	.	.	.	.	.	.	.	.	.	1,800
1 Lieutenant, foreman of hose and harness shop,*	.	.	.	.	.	.	.	.	.	1,600
1 Engineer (master plumber) *	.	.	.	.	.	.	.	.	.	1,400
1 Hoseman (master carpenter) *	.	.	.	.	.	.	.	.	.	1,400
1 Hoseman (master painter) *	.	.	.	.	.	.	.	.	.	1,400
4 Privates *	.	.	.	.	.	.	.	.	.	1,400

Employees.

1 Clerk	.	.	.	.	.	.	.	.	.	\$1,300
1 Clerk	.	.	.	.	.	.	.	.	.	1,050
1 Clerk *	.	.	.	.	.	.	.	.	.	1,300
										Per day.
1 Engineer	.	.	.	.	.	.	.	.	.	\$3 50
3 Firemen	.	.	.	.	.	.	.	.	.	3 25
2 Plumbers	.	.	.	.	.	.	.	.	.	4 40
1 Steamfitter	.	.	.	.	.	.	.	.	.	4 00
7 Painters	.	.	.	.	.	.	.	.	.	3 50
1 Wheelwright	.	.	.	.	.	.	.	.	.	3 75
1 Wheelwright	.	.	.	.	.	.	.	.	.	3 25
1 Machinist	.	.	.	.	.	.	.	.	.	4 00
6 Machinists	.	.	.	.	.	.	.	.	.	3 75
1 Foreman blacksmith	.	.	.	.	.	.	.	.	.	4 00
3 Blacksmiths	.	.	.	.	.	.	.	.	.	3 75
6 Blacksmith's helpers	.	.	.	.	.	.	.	.	.	2 75
3 Carpenters	.	.	.	.	.	.	.	.	.	3 50
1 Vulcanizer	.	.	.	.	.	.	.	.	.	3 00
2 Hose and harness repairers	.	.	.	.	.	.	.	.	.	3 50
1 Hose and harness repairer	.	.	.	.	.	.	.	.	.	2 50
4 Laborers	.	.	.	.	.	.	.	.	.	2 50

57

FIRE ALARM BRANCH.

Per annum.

1 Superintendent	.	.	.	.	.	.	.	.	.	\$2,500
1 Chief operator and assistant superintendent	.	.	.	.	.	.	.	.	.	2,300

* Detailed from fire-fighting branch.

Operating Force.

	Per annum.
4 Principal operators	\$1,600
3 Operators	1,400
4 Assistant operators	1,200
	Per day.
3 Assistant operators	\$2 75
1 Assistant operator	2 50

Construction Force.

	Per annum.
1 Foreman	\$2,000
	Per day.
1 Assistant foreman	\$3 75
	Per annum.
1 Clerk	\$1,140
1 Clerk *	1,400
1 Repairer *	1,400
	Per day.
1 Machinist	\$4 25
2 Machinists	3 75
19 Repairers, linemen and wiremen (average)	3 63
1 Hostler	2 50

 45

VETERINARY HOSPITAL BRANCH.

	Per annum.
1 Veterinarian	\$2,300
1 Captain, assistant to veterinarian *	1,800
	Per day.
3 Hostlers (average)	\$2 50
1 Horseshoer	3 50

 6

 1,096

CHIEF OF DEPARTMENT.

PETER F. McDONOUGH.

Headquarters, Engine House 26-35, Mason Street.

The Chief is in charge of the fire protection of the city, which is divided into two divisions, each commanded by a deputy chief, which are subdivided into fifteen districts, each commanded by a district chief.

DIVISION 1.

Deputy Chief, JOHN O. TABER.

Headquarters, Ladder House 8, Fort Hill Square.

This division comprises Districts 1, 2, 3, 4, 5, 6 and 7.

 * Detailed from fire-fighting branch.

District 1.

District Chief, JOHN W. GODBOLD.

Headquarters, Ladder House 2, Paris Street,
East Boston.

All that portion of the city which is included within the district known as East Boston.

Apparatus Located in the District.—Engines 5, 9, 11, 40, 47 (fireboat), Ladders 2, 21, Chemical 7.

District 2.

District Chief, WILLIAM J. GAFFEY.

Headquarters, Ladder House 9, Main Street,
Charlestown.

All that portion of the city which is included within the district known as Charlestown.

Apparatus Located in the District.—Engines 27, 32, 36, Ladders 9, 22, Chemicals 3, 9.

District 3.

District Chief, STEPHEN J. RYDER.

Headquarters, Ladder House 18, Pittsburgh Street.

All that portion of the city which is included within a line beginning at the intersection of State and Devonshire streets, thence easterly through State street to the waterfront, thence southeasterly across the harbor to the extension of C street, South Boston, thence southerly through C street to Cypher street, thence northwesterly through Cypher street to B street, thence southwesterly through B street to West First street, thence westerly through West First street to Atlantic Avenue Bridge, thence through Atlantic Avenue Bridge and Atlantic avenue to Summer street, thence westerly through Summer street to Devonshire street, thence through Devonshire street to the point of beginning.

Apparatus Located in the District.—Engines 25, 38, 39, 44 (fireboat), Ladders 8, 14, 18, Water Tower 3.

District 4.

District Chief, JOHN E. MADISON.

Headquarters, Engine House 4, Bulfinch Street.

All that portion of the city which is included within a line beginning at the intersection of State and Devonshire streets, thence through Devonshire street southerly

to Water street, thence westerly through Water street to Washington street, thence southerly through Washington street to School street, thence through School street and Beacon street to Charles street, thence northerly through Charles street to Pinckney street, thence westerly through Pinckney street to the Cambridge boundary line, thence northerly along said Cambridge boundary line to its intersection with the tracks of the Eastern Division of the Boston & Maine Railroad, thence northeasterly to the Warren Avenue Drawbridge, thence easterly to the Charlestown Drawbridge, thence northeasterly and then southerly around the waterfront to the extension of State street, thence through State street to the point of beginning.

Apparatus Located in the District.—Engines 4, 6, 8, 31 (fireboat), Ladders 1, 24, Chemical 1, Water Tower 1.

District 5.

District Chief, WILLIAM COULTER.

Headquarters, Engine House 26–35, Mason Street.

All that portion of the city which is included within a line beginning at the intersection of Devonshire and Water streets, thence running westerly through Water street to Washington street, thence southerly through Washington street to School street, thence through School street and Beacon street to Charles street, thence northerly through Charles street to Pinckney street, thence westerly through Pinckney street to the Cambridge boundary line, thence southerly along said boundary line to the extension of Otter street, thence through Otter street to Beacon street, thence easterly through Beacon street to Arlington street, thence through Arlington street to Boylston street, thence easterly through Boylston street to Church street, thence through Church street to Providence street, thence through Providence street to Columbus avenue, thence through Columbus avenue to Church street, thence through Church street to Tremont street, thence northerly through Tremont street to Pleasant street, thence southeasterly through Pleasant street and Broadway extension to Fort Point channel, thence northerly through Fort Point channel to Atlantic Avenue Bridge, thence through Atlantic Avenue Bridge and Atlantic avenue to Summer street, thence westerly through Summer street to Devonshire street, thence through Devonshire street to the point of beginning.

Apparatus Located in the District.—Engines 7, 10, 26, 35, Ladder 17, Chemical 2.

District 6.

District Chief, EDWARD J. SHALLOW.

Headquarters, Engine House 1, Dorchester Street,
South Boston.

All that portion of the city which is included within a line beginning at the intersection of Atlantic Avenue Bridge and Fort Point channel, thence southerly through Atlantic Avenue Bridge to West First street, thence through West First street to B street, thence northerly through B street to Cypher street, thence through Cypher street to C street, thence northerly through C street to the waterfront, thence by the waterfront southeasterly, then westerly to the extension of Columbia road, thence through Columbia road to Mt. Vernon street, thence through Mt. Vernon street to Willow court, thence through Willow court to Massachusetts avenue, thence through Massachusetts avenue to the New York, New Haven & Hartford Railroad tracks (inclusive), thence northerly along said tracks (inclusive), to the South bay, thence northerly to Fort Point channel, thence through Fort Point channel to the point of beginning.

Apparatus Located in the District.—Engines 1, 2, 15, 43, Ladders 5, 19, 20, Chemical 8.

District 7.

District Chief, PETER E. WALSH.

Headquarters, Engine House 22, Warren Avenue.

All that portion of the city which is included within a line beginning at the intersection of Beacon and Otter streets, thence easterly through Beacon street to Arlington street, thence through Arlington street to Boylston street, thence easterly through Boylston street to Church street, thence through Church street to Providence street, thence through Providence street to Columbus avenue, thence through Columbus avenue to Church street, thence through Church street to Tremont street, thence northerly through Tremont street to Pleasant street, thence easterly through Pleasant street and Broadway extension to Fort Point channel, thence southerly through Fort Point channel

to the Roxbury canal, thence southerly through the Roxbury canal to Massachusetts avenue, thence northwesterly through Massachusetts avenue to the Cambridge boundary line, thence northeasterly along said boundary line to a point opposite the extension of Otter street, thence through Otter street to the point of beginning.

Apparatus Located in the District.—Engines 3, 22, 33, Ladders 3, 13, 15, Chemical 4, Water Tower 2.

DIVISION 2.

Deputy Chief, CHARLES H. W. POPE.

Headquarters, Ladder House 4, Dudley Street.

This division comprises Districts 8, 9, 10, 11, 12, 13, 14 and 15.

District 8.

District Chief, DANIEL F. SENNOTT.

Headquarters, Ladder House 12, Tremont Street.

All that portion of the city within a line beginning at the intersection of Massachusetts avenue and the Cambridge boundary line, thence through Massachusetts avenue to Washington street, thence southerly through Washington street to Marcella street, thence by Marcella street to Centre street, by Centre street to New Heath street, thence by New Heath street to Heath square to Heath street, thence by South Huntington avenue to Huntington avenue, thence by Huntington avenue to the Brookline boundary line, thence northerly and easterly along the Brookline boundary line to the Cottage Farm Bridge (inclusive), thence northerly through Essex street to the Cambridge boundary line, thence easterly by said Cambridge boundary line to the point of beginning.

Apparatus Located in the District.—Engines 13, 14, 37, Ladders 12, 26, Chemical 12.

District 9.

District Chief, MICHAEL WALSH.

Headquarters, Engine House 12, Dudley Street.

All that portion of the city within a line beginning at the intersection of the extension of Columbia road and the Old Harbor, thence running westerly through Columbia road to Mt. Vernon street, thence through

Mt. Vernon street to Willow court, thence through Willow court to Massachusetts avenue, thence through Massachusetts avenue to the New York, New Haven & Hartford Railroad tracks (exclusive), thence northerly along said tracks (exclusive) to the South bay, thence westerly along said South bay to the Roxbury canal, thence southerly through the Roxbury canal to Massachusetts avenue, thence northwesterly through Massachusetts avenue to Washington street, thence southerly through Washington street to Elmore street, thence easterly through Elmore street to Monroe street, thence easterly through Monroe street to Warren street, thence southeasterly through Warren street to Sunderland street, thence through Sunderland street to Stanwood street, thence through Stanwood street to Columbia road, thence northeasterly through Columbia road to Stoughton street, thence easterly through Stoughton street to Pleasant street, thence through Pleasant street to Savin Hill avenue, thence easterly and northerly through Savin Hill avenue to Evandale terrace, thence through Evandale terrace to waterfront, thence northerly along waterfront to the point of beginning.

Apparatus Located in the District.—Engines 12, 21, 23, 24, Ladder 4, Chemical 10.

District 10.

District Chief, JOHN W. MURPHY.

Headquarters, Engine House 18, Harvard Street,
Dorchester.

All that portion of the city within a line beginning at the intersection of the extension of Evandale terrace and Dorchester bay, thence through Evandale terrace to Savin Hill avenue, thence northerly and westerly through Savin Hill avenue to Pleasant street, thence northerly through Pleasant and Stoughton streets to Columbia road, thence southerly through Columbia road to Blue Hill avenue, thence southerly through Blue Hill avenue to Canterbury street, thence through Canterbury street to Morton street, thence southerly through Morton street to Blue Hill avenue, thence northerly through Blue Hill avenue to Woodrow avenue, thence through Woodrow avenue to Norfolk street, thence through Norfolk street to Centre street, thence through Centre street to Adams street, thence northerly through Adams

street to Mill street, thence through Mill street to Preston street, thence through Preston street to Freeport street, thence southerly through Freeport street to Dorchester bay, thence northerly along the waterfront to point of beginning.

Apparatus Located in the District.— Engine Company 17, 18, Ladders 7, 29, Chemical 11.

District 11.

District Chief, HENRY A. FOX.

Headquarters, Engine House 41, Harvard Avenue,
Brighton.

All that portion of the city included within the district known as Brighton which is west of the Cottage Farm Bridge and Essex street.

Apparatus Located in the District.— Engines 29, 34, 41, Ladders 11, 31, Chemical 6.

District 12.

District Chief, MICHAEL J. MULLIGAN.

Headquarters, Engine House 28, Centre Street,
Jamaica Plain.

All that portion of the city known as West Roxbury and Jamaica Plain within a line beginning at the intersection of Washington and Morton streets, thence by Morton street to Canterbury street, thence by Canterbury street to Blue Hill avenue, thence by Blue Hill avenue to Columbia road, thence by Columbia road to Stanwood street, thence by Stanwood and Sunderland streets to Warren street, thence by Warren street to Munroe street, thence by Munroe street to Elmore street, thence by Elmore street to Washington street, thence by Washington street to Marcella street, thence by Marcella street to Centre street, thence by Centre street to New Heath street, thence by New Heath street to Heath square, thence through Heath square to Heath street, thence by Heath street to South Huntington avenue, thence by South Huntington avenue to Huntington avenue, thence by Huntington avenue to the Brookline boundary line, thence southeasterly along said Brookline boundary line to Perkins street, thence by Perkins street to Prince street, thence by Prince street to the Arborway, thence by the Arborway to the point of beginning.

Apparatus Located in the District.—Engines 28, 42, Ladders 10, 23, 30, Chemical 5.

District 13.

District Chief, MICHAEL J. KENNEDY.

Headquarters, Engine House 45, corner Washington and Poplar Streets, Roslindale.

All that portion of the city beginning at the intersection of Washington and Morton streets, thence by Morton street to Harvard street, thence by Harvard street to Ashland street, thence by Ashland street to and across the New York, New Haven & Hartford Railroad tracks, thence southerly along the New York, New Haven & Hartford Railroad tracks to the boundary line of Ward 26, thence southwesterly along the said boundary line of Ward 26 to the Dedham boundary line, thence along the Dedham boundary line to the Newton boundary line, thence northeasterly along the Newton boundary line to the Brookline boundary line, thence southeasterly and thence northerly along said Brookline boundary line to Perkins street, thence by Perkins street to Prince street, thence by Prince street to the Arborway, thence by the Arborway to the point of beginning.

Apparatus Located in the District.—Engines 30, 45, Ladders 16, 25, Chemical 13.

District 14.

District Chief, MAURICE HEFFERNAN.

Headquarters, Engine House 46, Peabody Square, Dorchester.

All that portion of the city within a line beginning at the intersection of Dorchester bay and Freeport street (Commercial Point), thence northerly through Freeport street to Preston street, thence through Preston street to Mill street, thence through Mill street to Adams street, thence southerly through Adams street to Centre street, thence through Centre street to Norfolk street, thence through Norfolk street to Woodrow avenue, thence through Woodrow avenue to Blue Hill avenue, thence southerly through Blue Hill avenue to Morton street, thence northwesterly through Morton street to Harvard street, thence southerly through Harvard street to Oakland street, thence through Oakland street to Rexford street, thence through Rexford street

to Blue Hill avenue, thence northerly through Blue Hill avenue to Fremont street, thence through Fremont street to the Neponset river, thence along the Neponset river and Dorchester bay northwesterly to the point of beginning.

Apparatus Located in the District.—Engines 16, 20, 46, Ladders 6, 27.

District 15.

District Chief, WALTER M. McLEAN.

Headquarters, Engine House 48, Corner Harvard Avenue and Winthrop Street, Hyde Park.

All that portion of the city within a line beginning at the intersection of the extension of Fremont street and the Milton boundary line, thence through Fremont street to Blue Hill avenue, thence southerly through Blue Hill avenue to Rexford street, thence through Rexford street to Oakland street, thence westerly through Oakland street to Ashland street, thence through Ashland street to the New York, New Haven & Hartford Railroad tracks (inclusive), thence southerly along the New York, New Haven & Hartford Railroad tracks (inclusive) to the boundary line of Hyde Park, thence along the Hyde Park boundary line to the Dedham boundary line, thence southeasterly along the Dedham boundary line to the Milton boundary line, thence along the Milton boundary line to the point of beginning.

Apparatus Located in the District.—Engines 19, 48, Ladder 28, Chemical 14, Hose 49.

NOTE.—Wherever a street, channel or bridge is named the center line of each will be the line used. Inspections of the following-named islands will be made under special orders issued by the Chief of Department: Apple, Castle, Gallop's, George's, Governor's, Long, Lovell's, Rainsford, Deer, Thompson's and Spectacle.

FIRE STATIONS.

LOCATION AND VALUATION.

LOCATION.	Number of Feet in Lot.	Assessed Valuation.	Occupied by
Dorchester and Fourth streets.....	8,169	\$25,800	Engine 1 and Ladder 5.
Corner of O and Fourth streets.....	4,000	16,200	Engine 2.
Bristol street and Harrison avenue...	4,000	30,000	Engine 3 and Ladder 3.
Bulfinch street.....	6,098	96,000	Engine 4, Chemical 1 and Tower 1.
Marion street, East Boston.....	1,647	9,000	Engine 5.
Leverett street.....	2,269	40,000	Engine 6.
East street.....	1,893	39,200	Engine 7.
Salem street.....	2,568	27,200	Engine 8.
Paris street, East Boston.....	4,720	33,300	Engine 9 and Ladder 2.
River street.....	1,886	20,500	Engine 10.
Saratoga and Byron sts., East Boston.	10,000	40,000	Engine 11 and Ladder 21.
Dudley street.....	7,320	25,000	Engine 12.
Cabot street.....	4,832	14,800	Engine 13.
Centre street.....	5,713	14,600	Engine 14.
Dorchester avenue.....	2,803	18,600	Engine 15.
Corner River and Temple streets....	12,736	19,200	Engine 16 and Ladder 6.
Meeting House Hill, Dorchester.....	9,450	17,300	Engine 17 and Ladder 7.
Harvard street, Dorchester.....	9,440	18,800	Engine 18.
Norfolk street, Dorchester.....	7,683	14,200	Engine 19.
Walnut street, Dorchester.....	9,000	17,300	Engine 20 and Ladder 27.
Columbia road, Dorchester.....	10,341	17,100	Engine 21.
Warren avenue.....	7,500	62,500	Engine 22 and Ladder 13.
Northampton street.....	3,445	11,200	Engine 23.
Corner Warren and Quincy streets...	4,186	18,100	Engine 24.
Fort Hill square.....	4,175	100,600	Engine 25, Ladder 8 and Ladder 14.
Mason street.....	5,623	207,000	Engines 26 and 35.
Elm street, Charlestown.....	2,600	17,500	Engine 27.
Centre street, Jamaica Plain.....	10,377	28,300	Engine 28 and Ladder 10.
Chestnut Hill avenue, Brighton.....	14,358	37,200	Engine 29 and Ladder 11.
Centre street, West Roxbury.....	12,251	25,000	Engine 30 and Ladder 25.

Fire Stations.—*Concluded.*

LOCATION.	Number of Feet in Lot.	Assessed Valuation.	Occupied by
521 Commercial street, on land of Public Works Department.	.....	\$15,700	Engine 31, fireboat.
Bunker Hill street, Charlestown.....	8,188	25,000	Engine 32.
Corner Boylston and Hereford streets,	5,646	108,000	Engine 33 and Ladder 15.
Western avenue, Brighton.....	4,637	17,800	Engine 34.
Monument street, Charlestown.....	5,668	21,000	Engine 36 and Ladder 22.
Corner Longwood and Brookline aves.,	5,231	14,300	Engine 37 and Ladder 26.
Congress street.....	4,000	40,000	Engines 38 and 39.
Sumner street, East Boston.....	4,010	18,000	Engine 40.
Harvard avenue, near Cambridge street, Brighton.	6,112	25,500	Engine 41.
Washington street, at Egleston square,	3,848	22,900	Engine 42 and Ladder 30.
Andrew square.....	5,133	19,600	Engine 43 and Ladder 20.
Northern Avenue Bridge.....	.....	30,000	Engine 44, fireboat.
Washington street, corner Poplar street, Roslindale.	14,729	22,400	Engine 45 and Ladder 16.
Dorchester avenue, Ashmont.....	4,875	23,200	Engine 46.
Adjoining South Ferry, East Boston..	11,950	31,600	Engine 47, fireboat.
Harvard avenue and Winthrop street, Hyde Park.	9,450	40,100	Engine 48, Ladder 28 and Chemical 14.
Church street.....	3,412	23,600	Chemical Engine 2.
Winthrop and Soley streets.....	5,230	15,400	Chemical 3.
Shawmut avenue.....	889	4,300	Chemical Engine 4.
Saratoga street, East Boston.....	9,300	40,600	Chemical Engine 7.
B street.....	1,800	7,800	Chemical Engine 8.
Eustis street.....	1,790	8,000	Chemical Engine 10.
Corner Callender and Lyons streets..	7,200	13,200	Chemical 11 and Ladder 29.
Corner Walk Hill and Wenham streets,	11,253	17,800	Chemical 13.
Friend street.....	1,676	37,200	Ladder 1.
Dudley street.....	3,923	26,000	Ladder 4.
Main street, Charlestown.....	4,290	16,400	Ladder 9 and Chemical 9.
Tremont street.....	4,311	25,600	Ladder 12 and Chemical 12.
Harrison avenue.....	2,134	22,900	Ladder 17.
Pittsburgh street, South Boston.....	8,964	39,900	Ladder 18 and Tower 3.
Fourth street.....	3,101	10,700	Ladder 19.
Washington street, Dorchester.....	6,875	21,400	Ladder 23 and Chemical 5.
North Grove street.....	3,918	19,800	Ladder 24.
Oak square, Brighton.....	9,889	42,000	Ladder 31.
Sprague and Milton streets, Hyde Park district, on land owned by the New York, New Haven & Hartford Railroad.	.....	*	Hose 49.

* Building of little value and belongs to city.

Headquarters Building, corner of Albany and Bristol streets, 15,679 feet of land	\$113,000
Water Tower No. 2 and wrecking wagon are in Headquarters Building.	

OTHER BUILDINGS.

Repair Shop, 363 Albany street, 8,000 feet of land	\$68,000
Veterinary Hospital, Atkinson street, 64,442 feet of land	75,000
Coal station, Dorchester street, 1,610 feet of land,	3,100
Coal station, Salem street, 417 feet of land	4,400
Coal station, Main street, Charlestown, 2,430 feet of land	6,500
1,980 square feet of land and buildings at corner of Park and Joiner streets, Charlestown, cost	10,300
Total value of land, wharves and buildings	2,209,800

LEASED BUILDINGS.

Building No. 50 Bristol street used by the Fire Alarm Branch as workshop, storeroom and stable.

Part of building 240-256 Dover street used as storehouse for spare apparatus.

About 800 square feet of shed on Sleeper street (New Haven Terminal Stores) used as a coal station.

Part of building 11 Atherton street used for storage.

CANNEL COAL STATIONS.

DIVISION 1.

DISTRICT.	Location.	Capacity. (Tons.)	Wagons.
1.....	Engine 11.....	12	1
1.....	Engine 40.....	20	2
2.....	Engine 36.....	35	1
2.....	Ladder 9.....	35	1
2.....	Chemical 3.....	15	1
3.....	Sleeper st.....	45	3
3.....	Engines 38 and 39.....	6	1
3.....	Ladder 18.....	1	
4.....	Engine 8.....	5	1
4.....	Ladder 24.....	16	2
5.....	Engine 26.....	20	1
5.....	Chemical 2.....	35	3
6.....	Engine 2.....	20	1
6.....	Dorchester street, 330.....	20	2
7.....	Engine 33.....	25	1

DIVISION 2.

8.....	Engine 13.....	40	1
8.....	Engine 14.....	10	1
8.....	Engine 37.....	20	1
9.....	Engine 12.....	5	1
9.....	Engine 21.....	6	1
9.....	Engine 23.....	5	1
9.....	Engine 24.....	7	1
10.....	Engine 17.....	3	1
10.....	Engine 18.....	5	1
11.....	Engine 29.....	7	1
11.....	Engine 34.....	7	1
11.....	Engine 41.....	10	1

Division 2.—*Concluded.*

DISTRICT.	Location.	Capacity. (Tons.)	Wagons.
11.....	Ladder 31.....	10	
12.....	Engine 28.....	20	1
12.....	Engine 30.....	9	1
12.....	Engine 42.....	9	1
12.....	Engine 45.....	9	1
14.....	Engine 16.....	5	1
14.....	Engine 20.....	7	1
14.....	Engine 46.....	4	
15.....	Engine 19.....	8	1
15.....	Engine 48.....	10	1
15.....	Hose 49.....	1	

APPARATUS.

Engines.—45 in service, 8 in reserve.

Ladder Trucks.—31 in service, 9 in reserve.

Chemical Engines.—13 in service, 3 in reserve.

Water Towers.—3 in service, 1 in reserve.

Fireboats.—3 in service.

Hose Wagons.—42 in service, 8 in reserve.

Motor Cars.—30 in service.

Motor Combination Wagons.—7 in service.

Miscellaneous.—41 fuel wagons, 6 repair wagons, 2 supply wagons, 3 manure wagons, 30 hose pungs, 3 jobbing pungs, 4 fire alarm pungs, 3 hydrant pungs.

ENGINES.

Number.	Built by	Put in Service.	Rebuilt by	Date.	Diameter of Cylinder.	Diameter of Pump.	Stroke.	Size.	Weight. (Pounds.)
1.....	Clapp & Jones Manufacturing Company.	April, 1890	American Fire Engine Company...	1899	8½	5	7	Second.	9,175
2.....	Silsby Manufacturing Company.....	1890	American Fire Engine Company...	1904	8	4½	8	Second.	9,100
3.....	American Fire Engine Company.....	Jan., 1904	.....	.....	9	5½	8	First.	10,000
4.....	International Power Company.....	Jan., 1907	.....	.....	8½	5	8	First.	10,220
5.....	American Fire Engine Company.....	June, 1907	.....	.....	8	4½	8	Second.	9,435
6.....	Amoskeag Manufacturing Company.	1870	American British Company.....	1914	7¾	4¾	8	Second.	8,500
7.....	American Fire Engine Company.....	Feb., 1893	American-La France Fire Engine Company.	1907	9	5½	8	First.	9,900
8.....	American-La France Fire Engine Company.	May, 1907	.....	.....	9	5½	8	First.	10,450
9.....	Silsby Manufacturing Company.....	April, 1890	American Fire Engine Company...	1902	8	4½	8	Second.	9,150
10.....	(American-La France Tractor.....)	Aug.31, 1914	.....	June, 1914	.....	.....	.....	.....	14,500
11.....	(Silsby Manufacturing Company.....)	April, 1886	American Fire Engine Company...	1903	8	4½	8	Second.	8,900
12.....	American-La France Fire Engine Company. (Pumping engine.)	July 3, 1914	.....	June, 1914	5½	*	6	First.	11,200
13.....	International Power Company.....	Dec., 1911	.....	.....	7¾	4¾	8	Second.	9,250
13.....	Clapp & Jones Manufacturing Company.	April, 1890	American Fire Engine Company...	1899	8½	5	7	Second.	9,150

* Rotary.

ENGINES.—*Concluded.*

NUMBER.	Built by	Put in Service.	Rebuilt by	Date.	Diameter of Cylinder.	Diameter of Pump.	Stroke.	Size.	Weight. (Pounds.)
14.....	Amoskeag Manufacturing Company,	1872	International Power Company.....	1907	7 ⁵ / ₈	4 ⁵ / ₈	8	Second.	8,700
15.....	American Locomotive Works.....	Dec., 1904	.....	.....	8 ¹ / ₂	5	8	First.	10,450
16.....	Amoskeag Manufacturing Company,	July, 1872	American British Company.....	1910	7 ⁵ / ₈	4 ¹ / ₂	8	Second.	8,740
17.....	Manchester Locomotive Works.....	May, 1886	Manchester Locomotive Works.....	1906	6 ⁷ / ₈	4 ¹ / ₂	8	Third.	8,490
18.....	Manchester Locomotive Works.....	Nov., 1890	Manchester Locomotive Works.....	1905	6 ¹ / ₈	4	8	Fourth.	8,175
19.....	Manchester Locomotive Works.....	Feb., 1896	.....	1909	6 ⁷ / ₈	4 ¹ / ₂	8	Third.	7,950
20.....	Silsby Manufacturing Company.....	Aug., 1882	American Fire Engine Company...	1900	8	4 ³ / ₄	8	Second.	9,465
21.....	Amoskeag Manufacturing Company,	Sept., 1870	International Power Company.....	1907	7 ⁵ / ₈	4 ⁵ / ₈	8	Second.	8,555
22.....	Manchester Locomotive Works.....	Nov., 1896	.....	.....	7 ⁵ / ₈	4 ⁵ / ₈	8	Second.	9,440
23.....	Silsby Manufacturing Company.....	April, 1890	American Fire Engine Company...	1901	8	4 ³ / ₄	8	Second.	9,215
24.....	Amoskeag Manufacturing Company,	July, 1887	American Locomotive Works.....	1904	7 ¹ / ₈	4 ⁵ / ₈	8	Second.	8,415
25.....	American-La France Fire Engine Company.	Dec., 1910	.....	.....	9	5 ¹ / ₂	8	First.	10,500
26.....	International Power Company.....	Feb., 1909	.....	.....	8 ¹ / ₂	5 ³ / ₈	8	First.	10,475
27.....	Silsby Manufacturing Company.....	1891	American Fire Engine Company...	1892	8	4 ¹ / ₂	8	Second.	9,118
28.....	Amoskeag Manufacturing Company,	Oct., 1867	American Locomotive Company...	1904	7 ⁵ / ₈	4 ⁵ / ₈	8	Second.	8,895
29.....	American British Company.....	Jan., 1911	.....	.....	7 ⁵ / ₈	4 ⁵ / ₈	8	Second.	9,250
30.....	Manchester Locomotive Works.....	Nov., 1890	International Power Company.....	1910	6 ¹ / ₈	4	8	Fourth.	8,375
31.....	G. F. Blake Manufacturing Com- pany.	1914	.....	.....	17	10	11	1 pump, 3,000 gallons.	

32.....	International Power Company.....	June, 1907	.....	7½	4½	8	Second.	9,100
33.....	International Power Company.....	Nov., 1909	.....	7½	4½	8	Second.	9,125
34.....	Anoskeag Manufacturing Company,	Dec., 1869	.....	7½	4½	8	Second.	8,300
35.....	Manchester Locomotive Works. (Self-propeller.)	Jan., 1898	.....	9½	5½	8	Double extra first.	18,200
36.....	International Power Company.....	Nov., 1909	.....	8½	5½	8	First.	10,450
37.....	American-La France Tractor.....	Aug. 10, 1914	.....	.....	.....	.....	.....	14,000
38.....	Manchester Locomotive Works.....	March, 1896	.....	6½	4½	8	Third.	8,375
38.....	Manchester Locomotive Works. (Self-propeller.)	June, 1897	.....	9½	5½	8	Double extra first.	18,170
39.....	Manchester Locomotive Works.....	June, 1901	.....	8½	5	8	First.	10,355
40.....	American Locomotive Company.....	Jan., 1906	.....	8½	5	8	First.	10,350
41.....	Robinson Fire Apparatus Company, St. Louis, Mo. (Pumping engine.)	Dec. 14, 1914	.....	6½	6	9	First.	15,790
42.....	Manchester Locomotive Works.....	March, 1884	.....	6½	4½	8	Third.	8,175
43.....	Anoskeag Manufacturing Company,	Nov., 1867	.....	7½	4½	8	Second.	8,620
44.....	American Fire Engine Company.....	Aug., 1895	.....	12½ H. P. 18 L.	P. 10	11	{ 2 sets of pumps, 6,000 gallons.	.....
45.....	American-La France Fire Engine Company. (Pumping engine.)	Aug. 2, 1914	.....	5½	*	6	First.	11,540
46.....	Robinson Tractor.....	Aug. 1, 1914	.....	.....	.....	.....	.....	.....
46.....	Manchester Locomotive Works.....	Nov., 1890	.....	6½	4	8	Fourth.	8,200
47.....	G. F. Blake Manufacturing Company,	Aug., 1909	.....	12 H. 22 L.	10	11	{ 2 sets of pumps, 6,000 gallons.	.....
48.....	Manchester Locomotive Works.....	1902	.....	6½	4	8	Fourth.	8,200

* Rotary.

In Reserve.

NUMBER.	Built by	Put in Service.	Rebuilt by	Date.	Diameter of Cylinder.	Diameter of Pump.	Stroke.	Size.	Weight (Pounds.)
C.....	Amoskeag Manufacturing Company,	Nov., 1872	Manchester Locomotive Works.....	1898	6½	4¼	8	Third.	7,510
D.....	American Fire Engine Company.....	June, 1895	American-La France Fire Engine Company.	1907	9	5½	8	First.	9,900
26.....	Manchester Locomotive Works.....	July, 1903	.....	.....	8½	5	8	First.	10,000
33.....	Manchester Locomotive Works.....	April, 1901	.....	.....	7¾	4¾	8	Third.	9,125
28.....	Manchester Locomotive Works.....	Oct., 1882	Fire Department Repair Shop.....	1904	7¾	4¼	8	Third.	7,970
12.....	Manchester Locomotive Works.....	March, 1882	Manchester Locomotive Works.....	1904	6½	4¼	8	Third.	9,260
11.....	Amoskeag Manufacturing Company,	March, 1879	Manchester Locomotive Works.....	1905	6½	4¼	8	Third.	8,300
41.....	International Power Company.....	Feb., 1909	.....	.....	7¾	4¾	8	Second.	9,210

CHEMICAL ENGINES.

NUMBER.	Built by	Put in Service.	Remarks.	Capacity.	Weight.
1.....	American-La France Fire Engine Company.....	Dec., 1910	.....	Gallons. 100	Pounds. 5,400
2.....	Babcock Manufacturing Company.....	April 25, 1874	.....	160	5,780
3.....	Fire Extinguisher Manufacturing Company.....	April 29, 1898	.....	70	5,500
4.....	Babcock Manufacturing Company.....	May, 1876	Rebuilt by Hinman, 1886, rebuilt at Boston Fire Department Repair Shop, April, 1906.	160	5,735

5.....	American-La France Fire Engine Company.....	May	14, 1913	Combination, motor driven.....	35	7,750
7.....	Babcock Manufacturing Company.....	Sept.	27, 1886	Altered by Hinman.....	100	4,880
8.....	Babcock Manufacturing Company.....	Oct.	27, 1887	Altered by Hinman.....	160	5,735
9.....	Babcock Manufacturing Company.....	July	17, 1889	Altered by Hinman.....	100	4,640
10.....	Babcock Manufacturing Company.....	Sept.	13, 1889	Altered by Hinman.....	100	4,700
11.....	American-La France Fire Engine Company.....	April	18, 1913	.....	40	8,799
12.....	Babcock Manufacturing Company.....	Oct.,	1890	.....	100	4,580
13.....	{Knox Anto Company.....	Dec.	3, 1914	Motor-driven. Replaced old Chemical 13.	35	8,140
14.....	Babcock Manufacturing Company.....	July,	1910	.....	100	3,900
Hose Wagon 49...	.....	.....	1881	Acquired from Hyde Park.		

In Reserve.

NUMBER.	Built by	Put in Service.	Capacity.	Weight.
Reserve 1.....	Babcock Manufacturing Company.....	1890	100	4,580
Reserve 5.....	Babcock Manufacturing Company (altered by Hinman).....	Sept. 21, 1876	100	4,750
Reserve 6.....	Babcock Manufacturing Company (altered by Hinman).....	May 1, 1876	100	4,270

LADDER TRUCKS.

NUMBER.	Built by	Put in Service.	Rebuilt by	Feet of Ladders.	Number of Ladders.	Weight, (Pounds.)
1.....	Hunneman & Co.....	Dec., 1899	Charles Waugh & Co.....	513	12	10,900
2.....	Abbott-Downing Company.....	1899	.....	439	12	10,800
3.....	Abbott-Downing Company.....	June 2, 1886	.....	472	14	9,450
4.....	American-La France Fire Engine Company.....	Sept. 28, 1914	.....	332	Extension.	21,040
5.....	Hunneman & Co.....	March, 1870	Charles Waugh & Co.....	426	17	10,625
6.....	C. N. Perkins & Co.....	Aug., 1905	.....	232	17	8,350
7.....	Robinson Fire Apparatus Company, St. Louis, Mo.	Dec. 9, 1914	.....	267	12	12,000
8.....	Hunneman & Co.....	1870	Fire Department Repair Shop.....	468	14	10,200
9.....	Abbott-Downing Company.....	1884	.....	367	15	10,040
10.....	Fire Department Repair Shop.....	March 18, 1909	.....	307	12	8,280
11.....	American-La France Fire Engine Company.....	Jan., 1907	.....	397	14	10,050
12.....	J. Ryan & Co.....	July, 1880	Fire Department Repair Shop.....	423	15	8,670
13.....	Fire Department Repair Shop.....	1907	.....	317	Extension.	12,100
14.....	American-La France Fire Engine Company.....	Jan., 1911	.....	316	Extension.	12,970
15.....	American-La France Fire Engine Company.....	Nov., 1906	.....	335	Extension.	12,700
16.....	Fire Department Repair Shop.....	Sept., 1888	.....	298	15	8,080
17.....	Seagrave Company.....	June, 1911	.....	281	Extension.	13,100
18.....	Seagrave Company.....	April, 1910	.....	362	Extension.	13,005

19.....	Fire Extingisher Manufacturing Company.....	Jan., 1898	.....	172	8	6,937
20.....	Charles N. Perkins & Co.	Dec. 30, 1902	.....	242	8	8,500
21.....	American-La France Fire Apparatus Company..	Dec. 10, 1913	.....	245	10	11,500
22.....	Charles T. Holloway	Jan., 1898	.....	207	9	8,225
23.....	American-La France Fire Engine Company.....	Dec., 1910	.....	197	9	7,300
24.....	Charles T. Holloway & Co.	Oct., 1901	.....	221	7	7,100
25.....	Charles T. Holloway & Co.	April 25, 1900	.....	166	7	7,000
26.....	American-La France Fire Engine Company.....	Nov., 1908	.....	262	7	6,435
27.....	Charles N. Perkins & Co.	Nov., 1901	.....	224	9	8,000
28.....	Seagrave Company.....	Nov., 1910	.....	366	12	5,700
29.....	American-La France Fire Engine Company.....	Jan. 23, 1913	.....	263	10	8,900
30.....	American-La France Fire Engine Company.....	March 5, 1913	.....	263	10	8,900
31.....	American-La France Fire Engine Company.....	Feb. 24, 1913	.....	263	10	8,900

In Reserve.

DESCRIPTION.	Built by	Weight. (Pounds.)
Relief A.....	Fire Department Repair Shop.....	8,400
Relief E.....	Fire Department Repair Shop.....	8,000
Reserve Ladder 11.....	Hunneman & Co.....1874	8,000
Relief D.....	Hunneman & Co.....1873	8,500
Former Ladder 7.....	Charles T. Holloway.....1898	
Former Ladder 9.....	Waugh & Co.....1872	10,020
Former Ladder 17.....	American-La France Fire Engine Company.....April, 1891	13,000
Ladder 21.....	Charles T. Holloway.....1898	7,330
New truck.....	American-La France Fire Engine Company.....1910	6,500

WATER TOWERS.

NUMBER.	Built by	Put in Service.	Weight. (Pounds.)
1.....	American-La France Fire Engine Company.....	Oct. 30, 1912	14,600
2.....	Kansas City Fire Department Supply Company.....	May 17, 1890	10,000
3.....	International Fire Engine Company.....	Nov. 2, 1903	12,050
Tower 4.....	Kansas City Fire Department Supply Company.....	Dec. 18, 1893	10,000

Towers 1, 2, 3 are equipped with American British Company tractors.
Tower 4, spare.

TOOLS AND MACHINERY IN REPAIR SHOP.

BLACKSMITH SHOP.	Boiler Room.	Hose and Harness Shop.	Engine Room.	Wheelwright and Machine Shop.
<p>5 forges.</p> <p>1 power hammer.</p> <p>1 gas tire heater.</p> <p>1 tire upsetter.</p> <p>1 punch and shears.</p> <p>1 lever shears.</p> <p>1 tire roller.</p> <p>2 rubber tire setters.</p> <p>1 bolt cutter.</p> <p>1 fan blower</p>	<p>3 Manning vertical tubular boilers, each 75 horse power.</p> <p>2 Blake boiler feed pumps.</p>	<p>1 Buckley electric hose testing and expanding engine.</p> <p>2 electric-driven sewing machines.</p> <p>Numerous tools and appliances for repairing hose and harnesses.</p>	<p>1 25 horse power steam engine, cylinder, 9 by 31.</p> <p>1 Knowles triplex pump for hose testing.</p> <p>1 15 horse power motor.</p> <p>2 dynamos and engines which supply current to fire alarm, central station.</p>	<p>1 each engine lathes, with foot beds, 28 by 12; 16 by 12; 16 by 9; 14 by 8 and 14 by 6.</p> <p>1 16 by 10 speed lathe.</p> <p>1 16 by 10 wood lathe.</p> <p>1 26 by 26 planer, 8-foot bed.</p> <p>1 planer, 16 by 29, shaper.</p> <p>1 radial drill.</p> <p>2 upright drills.</p> <p>1 wall drill.</p> <p>1 circular saw.</p> <p>1 band saw.</p> <p>1 boring and mortiser machine.</p> <p>2 buzz planers.</p> <p>1 grindstone.</p> <p>Numerous small tools.</p>

Also tools for the repair of automobile apparatus.

NUMBER OF RUNS EACH COMPANY HAD FROM FEBRUARY 1, 1914, TO FEBRUARY 1, 1915.

COMPANY.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	January.	Total.
Engine 1.....	17	27	23	21	31	18	14	19	24	22	19	19	234
Engine 2.....	7	13	10	5	15	11	7	11	5	9	13	12	118
Engine 3.....	35	38	23	38	22	29	18	27	31	38	38	25	362
Engine 4.....	46	35	42	41	47	47	39	43	45	42	58	52	537
Engine 5.....	23	14	25	19	32	18	14	26	24	27	24	14	260
Engine 6.....	49	29	38	37	41	45	35	40	44	46	60	50	514
Engine 7.....	27	25	20	28	15	21	17	15	17	23	23	16	247
Engine 8.....	32	25	26	32	33	30	21	27	26	29	43	33	357
Engine 9.....	32	16	24	24	28	24	17	30	32	33	26	20	306
Engine 10.....	42	28	20	19	23	21	25	20	25	31	24	26	304
Engine 11.....	17	10	15	15	25	12	11	22	21	18	14	9	189
Engine 12.....	27	23	20	27	30	31	22	24	25	24	22	25	300
Engine 13.....	23	15	35	32	47	27	26	35	31	22	23	32	348
Engine 14.....	32	22	33	33	37	34	26	33	34	35	27	34	380
Engine 15.....	19	28	26	37	42	24	16	23	32	30	26	23	326
Engine 16.....	10	9	20	18	17	11	8	6	24	16	5	5	149
Engine 17.....	27	19	17	25	26	14	16	21	23	25	21	11	245
Engine 18.....	24	20	29	26	28	22	13	19	23	28	21	11	264
Engine 19.....	10	14	29	21	16	11	9	13	36	28	8	5	200
Engine 20.....	6	5	14	8	11	16	10	11	10	7	2	1	101
Engine 21.....	28	18	15	22	30	22	21	17	22	30	27	17	269
Engine 22.....	44	38	33	29	28	27	18	36	30	41	40	37	401
Engine 23.....	30	25	28	34	38	33	33	28	29	28	24	28	358
Engine 24.....	33	19	24	29	26	22	13	18	18	35	21	25	283
Engine 25.....	25	20	25	28	15	19	17	21	18	23	22	21	254
Engine 26.....	35	43	31	40	31	30	25	25	25	34	46	31	396
Engine 27.....	17	15	18	16	24	19	19	13	10	27	20	21	219
Engine 28.....	20	12	14	14	13	11	12	17	16	25	20	10	184
Engine 29.....	9	10	31	16	20	18	12	22	19	20	19	8	204
Engine 30.....	2	6	28	15	8	5	4	8	15	15	10	3	119
Engine 31.....	3	3	3	2	16	11	5	5	8	8	9	6	79
Engine 32.....	9	10	13	8	31	20	15	16	16	17	16	16	187

Number of Runs of Each Company.—*Continued.*

COMPANY.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	January.	Total.
Engine 33.....	31	19	29	23	36	16	14	23	17	28	27	30	293
Engine 34.....	11	11	20	11	15	17	13	24	18	14	15	7	176
Engine 35.....	3	3	2	6	1	....	3	....	....	7	1	4	30
Engine 36.....	11	11	14	9	23	17	13	12	9	19	17	15	170
Engine 37.....	19	14	32	25	44	18	15	24	19	36	21	20	287
Engine 38.....	1	2	1	5	2	....	....	1	....	2	3	1	18
Engine 39.....	17	16	19	26	17	11	14	13	15	17	11	15	191
Engine 40.....	24	11	23	16	28	19	15	27	23	22	23	14	245
Engine 41.....	16	15	27	20	23	17	16	30	24	20	22	15	245
Engine 42.....	27	13	21	24	18	13	14	14	16	36	23	21	240
Engine 43.....	23	30	25	25	44	25	19	27	29	36	21	25	329
Engine 44.....	7	6	9	11	3	12	8	9	14	2	8	8	97
Engine 45.....	4	7	19	15	15	7	9	14	14	29	16	11	160
Engine 46.....	16	14	23	18	16	28	12	11	27	26	11	9	211
Engine 47.....	7	3	16	13	14	11	3	6	14	20	9	8	124
Engine 48.....	7	8	14	9	10	6	5	4	24	24	12	2	125
Hose 49.....	6	4	12	11	12	4	2	3	18	16	10	3	101
Ladder 1.....	46	34	35	45	50	46	41	42	47	42	61	62	551
Ladder 2.....	29	13	21	19	28	21	13	29	24	27	26	17	267
Ladder 3.....	30	35	21	36	21	26	17	26	29	30	36	21	328
Ladder 4.....	17	17	29	28	28	26	29	28	32	26	21	28	309
Ladder 5.....	17	24	25	19	31	20	13	20	26	21	22	19	257
Ladder 6.....	7	6	15	16	13	13	6	4	24	14	2	3	123
Ladder 7.....	24	24	16	24	27	19	17	24	21	24	25	12	257
Ladder 8.....	40	29	38	44	30	35	24	32	36	33	46	38	425
Ladder 9.....	9	10	16	11	28	20	14	11	9	18	20	20	186
Ladder 10.....	22	12	12	12	12	10	10	16	14	23	17	10	170
Ladder 11.....	8	10	20	14	17	14	12	18	17	14	16	8	168
Ladder 12.....	27	14	35	33	45	32	30	34	38	21	22	30	361
Ladder 13.....	43	34	30	32	29	28	20	36	31	40	33	32	388
Ladder 14.....	23	23	26	33	22	27	19	17	25	19	31	30	295
Ladder 15.....	24	17	24	15	22	11	9	19	17	22	24	23	227
Ladder 16.....	2	4	12	4	7	2	3	5	7	9	11	5	71
Ladder 17.....	37	36	25	31	24	19	19	15	18	26	33	23	306
Ladder 18.....	8	11	9	19	7	7	8	10	10	14	9	5	117
Ladder 19.....	9	14	14	14	20	14	7	8	8	10	16	13	147

Number of Runs of Each Company.—*Concluded.*

COMPANY.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	January.	Total.
Ladder 20.....	16	18	17	13	29	16	13	18	23	28	10	13	214
Ladder 21.....	16	9	14	12	18	11	10	19	17	14	13	9	162
Ladder 22.....	9	11	10	6	25	19	13	13	10	18	17	15	166
Ladder 23.....	31	19	28	28	21	29	12	22	24	35	33	27	309
Ladder 24.....	32	17	21	20	22	23	22	21	27	25	27	23	280
Ladder 25.....	1	6	11	2	4	4	3	4	5	6	8	3	57
Ladder 26.....	10	5	18	7	17	10	8	12	9	13	11	9	129
Ladder 27.....	6	6	13	13	15	12	8	11	12	10	....	1	107
Ladder 28.....	7	7	13	9	10	6	5	4	13	9	9	4	96
Ladder 29.....	16	16	37	29	27	26	13	14	34	40	10	12	274
Ladder 30.....	21	13	21	24	22	19	16	16	15	31	23	18	239
Ladder 31.....	7	12	26	13	17	17	14	19	25	20	16	5	191
Chemical 1.....	63	50	50	52	64	58	46	52	52	59	71	66	683
Chemical 2.....	45	58	37	45	41	44	35	40	39	50	49	37	520
Chemical 3.....	7	6	7	6	15	12	6	9	5	7	11	10	101
Chemical 4.....	37	30	27	32	24	24	17	33	25	32	31	32	344
Chemical 5.....	30	17	22	29	22	25	10	19	21	33	30	22	280
Chemical 6.....	12	13	24	16	19	17	14	24	13	*	*	*	152
Chemical 7.....	28	14	25	18	27	18	12	26	21	29	26	15	259
Chemical 8.....	17	24	24	19	45	24	15	22	31	26	25	17	289
Chemical 9.....	7	10	9	4	17	12	9	8	8	14	14	12	124
Chemical 10.....	13	17	22	21	25	23	31	29	27	15	16	19	258
Chemical 11.....	8	11	37	34	28	28	11	14	22	39	11	11	254
Chemical 12.....	24	13	30	32	41	26	24	27	25	20	21	30	313
Chemical 13.....	9	9	20	20	16	9	11	14	22	29	12	4	175
Chemical 14.....	8	7	24	15	15	6	9	5	16	13	11	3	132
Tower 1.....	12	9	12	19	12	10	8	12	8	14	14	10	140
Tower 2.....	6	3	4	4	4	2	2	4	4	5	12	10	60
Tower 3.....	8	8	8	11	2	6	3	4	7	7	....	...	64

* Out of service.

EXPENDITURES FOR THE YEAR.

Headquarters.

Salaries	\$14,368 65
Printing	5,095 94
Stationery	1,711 60
Expert services	1,268 75
Books, papers and office expenses,	672 46
Care of headquarters	602 40
Expert accountant's services	590 00
Postage	273 07
Traveling expenses	154 29
Exhibit Food Fair	115 00
Advertising	38 20

\$24,890 36
Fire-Fighting Force.

Salaries	\$1,330,306 69
--------------------	----------------

Horses:

Hay, grain and straw	\$50,293 61
Shoeing	20,477 89
Harnesses and repairs	7,324 37
Purchase and exchange	3,177 44
Horse hire	2,026 50

83,299 81

Fuel for engines and houses	48,982 98
Hose, pipes and repairs	20,532 63
Supplies	16,257 33
Electric lighting	9,982 92

Furniture and bed-

ding	\$7,520 56
Washing	1,357 85

8,878 41

Uniform cloth	3,078 44
Rents	2,517 52
Medical services	1,794 36
Hats, badges and buttons	1,587 95
Gas	1,114 36
Chemicals	1,060 15
Ice	533 62

Carried forward . . .

\$1,529,927 17

\$24,890 36

<i>Brought forward</i> . . .	\$1,529,927 17	\$24,890 36
Expenses detailed men . . .	490 67	
Removing ashes from fireboat . . .	145 22	
Medical supplies	76 66	
Freights	68 63	
Insurance	21 98	
Damage	10 80	
	<hr/>	1,530,741 13

Veterinary Hospital.

Attendants, medicine, etc.	8,911 10
------------------------------------	----------

Repair Shop.

Pay rolls	\$61,106 72	
Materials, etc.	33,243 39	
Hardware and tools	5,419 11	
Electric power	610 20	
	<hr/>	100,379 42

Fire Alarm Branch.

Salaries	\$58,094 71	
Instruments, tools and repairs . . .	11,288 53	
Wire, cables and conduits	10,193 60	
Repairs, alterations and extensions, .	4,747 86	
Telephone service	2,017 21	
Rents	1,848 50	
Electric power	1,365 27	
Use of duct in East Boston Tunnel, .	450 36	
Removing bells from towers	440 00	
Maps and plans	353 60	
Car fares and traveling expenses, .	286 47	
Repairing clocks	161 24	
Electric light for clocks	161 11	
Repairing tower of St. Augustine's .		
Church	100 00	
Time service	12 00	
	<hr/>	91,520 46

Repairs of Houses.

Repairs and alterations	\$44,583 41	
Bronze tablets	330 00	
	<hr/>	44,913 41
Pensions		136,204 06

New Apparatus.

6 Tractors	\$28,110 00	
1 Motor truck and 1 fire engine . .	15,750 00	
1 Motor aerial truck	11,000 00	
	<hr/>	
<i>Carried forward</i>	\$54,860 00	\$1,937,559 94

FIRE DEPARTMENT.

65

<i>Brought forward</i>	\$54,860 00	\$1,937,559 94
2 Motor combination chemical and hose wagons	9,290 00	
2 1-ton motor trucks	3,950 00	
1 Buick roadster	995 00	
1 Second-hand engine	650 00	
7 Extinguishers	136 00	
		69,881 00
		<u>\$2,007,440 94</u>

SPECIAL APPROPRIATIONS.

Automobile Apparatus.

2 Combination chemical engine and hose cars	}	<u>\$41,847 65</u>
2 Combination pumping engine and hose cars		
2 Two-wheel front drive tractors		
1 Two-wheel front drive aerial truck		
American-LaFrance Fire Engine Company		

Fire Alarm Branch, Improvements.

Continuation of payments:

Overhauling, repairing and altering central office transmitter	<u>\$1,530 00</u>
--	-------------------

Total cost, \$41,511.10.

Fireboat Quarters and Pier, Northern Avenue.

Tide water displacement	<u>\$33 75</u>
-------------------------	----------------

Fire Department Repair Shop, Construction.

Furnishings	<u>\$444 00</u>
-------------	-----------------

Fire Station, Charlestown.

Payments on account:

Site, Park and Joiner streets	\$10,300 00
Architect, C. H. Blackall	2,160 00
Surveys and plans	65 00
	<u>\$12,525 00</u>

RECAPITULATION.

Fire Department	\$2,007,440 94
Automobile apparatus	41,847 65
Fire Alarm Branch, improvements	1,530 00
Fireboat quarters and pier, Northern avenue	33 75
Fire Department repair shop	444 00
Fire station, Charlestown	12,525 00
	<hr/>
	<u>\$2,063,821 34</u>

INCOME.

Rebate on bill	\$0 45
Damage to hose	25 00
Services of fire alarm employees	42 00
Sale of manure	227 00
Sale of automobile	300 00
Contributions for damage to fire alarm boxes, lamp-posts, etc.	375 76
Changing of fire alarm conduits	382 15
Sale of old material	407 00
Licenses to sell fireworks and powder	1,019 50
Sale of badges	1,088 75
Sale of fire alarm bells (City Council Order, October 5, 1914)	2,346 68
Heat and power to Dover Street Bath House	5,171 25
	<hr/>
	<u>\$11,385 54</u>

ALARMS, FIRE LOSSES AND INSURANCE.

MONTHS.	ALARMS RECEIVED.						Loss.		INSURANCE.		ALARMS.				Confined to Building.	Extended to Others.	Not in Building.	Out of City.	Damage None.	Damage Slight.	Damage Considerable.	Totally Destroyed.		
							Buildings.	Contents.	Buildings.	Contents.	TELEGRAPH.		BELLS.											
											Fire.	False.	Needless.										Fire.	Needless.
													Members.	Police.											Citizens.	Telephone.	Automatic.	Unknown.	Total.
January.....	9	16	348	104	17	8	502	\$180,067	\$225,570	\$3,578,484	\$1,244,136	211	7	43	181	50	355	3	37	195	164	12	2	
February.....	6	19	288	66	24	2	405	204,448	162,353	4,066,343	2,178,765	195	2	21	143	28	315	2	23	150	154	15	1	
March.....	5	11	258	58	11	13	356	153,315	206,468	3,114,073	1,473,742	182	13	12	113	27	232	3	63	111	110	13	...	
April.....	14	24	301	147	14	16	516	131,233	155,594	3,329,904	1,207,690	236	16	19	215	25	223	1	221	118	103	5	...	
May.....	6	7	296	108	15	17	449	104,399	189,354	3,236,597	2,067,954	200	17	14	174	35	242	3	137	115	120	12	2	
June.....	20	18	384	131	12	26	591	93,092	153,122	3,662,250	1,054,810	255	26	12	260	27	295	2	219	135	113	12	1	
July.....	12	17	293	82	7	26	437	41,855	63,347	1,826,750	532,650	220	26	7	162	28	268	3	115	146	117	7	...	
August.....	7	12	206	52	8	21	306	84,302	72,918	1,228,375	372,050	155	21	7	97	19	189	2	66	82	91	8	1	
September....	5	13	294	101	9	15	437	38,264	45,298	1,433,937	1,025,362	207	15	16	163	25	239	2	129	121	103	13	2	
October.....	6	14	318	124	7	32	501	53,606	85,474	2,688,824	942,400	216	31	21	197	30	209	...	188	115	103	12	...	
November....	8	17	359	171	8	15	578	162,674	229,217	2,297,629	2,031,644	239	15	8	277	34	308	2	213	147	149	21	...	
December.....	10	12	315	88	14	17	456	72,818	104,481	2,331,450	505,750	230	17	13	165	24	339	1	56	162	163	12	...	
Totals....	108	180	3,660	1,232	146	208	5,534	\$1,320,073	\$1,693,196	\$32,794,616	\$14,636,953	2,546	206	193	2,147	352	3,214	24	1,467	1,597	1,490	142	9	

Marine loss, \$31,358 (vessels and contents).

Marine insurance, \$638,455 (vessels and contents).

CAUSES OF FIRES AND ALARMS FROM 1 JANUARY, 1914, TO 1 JANUARY, 1915.

Alarms, false, needless, bell and still.....	751	Hot ashes in wooden receptacle.....	67
Alarms out of city.....	12	Incendiary and supposed...	63
Automatic alarms, false and accidental.....	90	Lamp upsetting, explosion..	37
Automobiles.....	105	Miscellaneous.....	48
Brush, rubbish, etc.....	1,194	Oil stove, careless use and explosion.....	22
Careless use lamp, candle...	82	Overheated furnace, stove, boiler.....	122
Careless use matches and set by rats.....	534	Set by boys.....	90
Careless use pipe, cigar and cigarettes.....	170	Sparks from chimneys, stove.....	125
Chimneys, soot burning....	257	Sparks from locomotive, engine.....	42
Clothes near stove.....	27	Spontaneous combustion....	66
Defective chimney, stove pipe, boiler.....	71	Thawing.....	95
Electric wires, motor.....	109	Unknown.....	1,132
Fireworks and firecrackers..	27		
Gas jet, gas stove.....	118	Total.....	<u>5,534</u>
Gasolene, naphtha, benzine,	25		
Grease in ventilator, oven..	53		

1914.	FIRE EXTINGUISHED BY						
	Extinguishers.	Buckets of Water.	Chemical Engines.	Hydrant Streams.	Steamers.	Miscellaneous.	Citizens.
January.....	96	38	114	22	50	49	23
February.....	83	43	85	15	57	29	26
March.....	64	30	83	16	38	35	29
April.....	80	27	82	74	37	112	32
May.....	67	48	75	40	54	53	37
June.....	103	78	125	94	38	49	27
July.....	73	42	91	59	40	38	39
August.....	62	42	60	21	30	24	13
September.....	89	36	84	50	34	41	32
October.....	69	36	96	82	36	70	24
November.....	106	46	104	77	50	89	44
December.....	101	33	105	33	37	41	45
Totals.....	993	499	1,104	583	501	630	371

FIRES WHERE LOSS EXCEEDED \$15,000.

DATE.	Location and Owner.	Loss.
1914.		
Jan. 2.....	20-24 Medford street, Paris Paper Box Company.....	\$44,507
Jan. 14.....	2175 Washington street, W. & A. Bacon Company.....	160,958
Jan. 14.....	Boston & Maine Railroad Yard, off Nashua street.....	15,500
Jan. 30.....	1-11 Union street, A. E. Dorr & Co.....	23,469
Feb. 9.....	32 Purchase street, W. A. Woods & Co.....	43,036
Feb. 10.....	Clarendon street and Columbus avenue (Second Universalist Society).....	67,206
Feb. 16.....	130-132 Lincoln street, W. & J. Haartz.....	50,185
Feb. 19.....	233 South street, J. D. Emerson Company.....	20,645
Feb. 25.....	114 Fenway, Snyder & Rudnick.....	65,635
March 5.....	29 Brattle street, McCarthy & Co.....	21,694
March 7.....	65-69 Summer street, Carey & McNamara.....	34,249
March 8.....	11-17 Kingston street, H. Simon.....	39,752
March 9.....	65 Essex street, Standard Petticoat Company.....	19,735
March 21.....	23-31 School street, Posner Company.....	93,664
April 2.....	Rear 25-27 Stanhope street, K. A. Skinner.....	21,786
April 3.....	348-358 Congress street, W. H. McElwain Company.....	66,774
April 14.....	1315 Commonwealth avenue, J. R. Power <i>et al.</i>	93,435
May 19.....	520-524 Atlantic avenue, A. M. Davis Company.....	110,168
May 19.....	168 Tremont street, Pelton Piano Company.....	20,500
May 21.....	42 Pearl street, Fairbanks Company.....	34,304
June 2.....	111 Commonwealth avenue, J. A. Crafts.....	42,993
June 9.....	715 Boylston street, Driscoll, Inc.....	43,549
June 18.....	400 Border street, G. W. McQuesten Company.....	44,432
July 20.....	145-147 Pearl street, Landers Brothers Company.....	28,910
Aug. 22.....	280-282 Commercial street, Carlisle Ayer Company.....	26,443
Aug. 28.....	493 Huntington avenue, Spector & Segal.....	46,192
Oct. 6.....	83-91 Dedham street, L. D. Johnson.....	22,540
Oct. 15.....	Front street, Stimpson Company.....	32,654
Oct. 28.....	396-398 Boylston street, Hall & Barreto.....	23,277
Nov. 2.....	Brighton Abbatoir, S. S. Learnard.....	26,982
Nov. 7.....	119 Summer street, Norea Flannel & Wool Company.....	24,042
Nov. 7.....	4 Richards street, Hide Skin Importing Company.....	18,888
Nov. 12.....	4-6 Alden court, Royal Laundry Company.....	56,154
Nov. 14.....	48-52 Boylston street, Boston Young Men's Christian Union,	25,848
Nov. 23.....	12-14 South street, Northwestern Leather Company.....	47,762
Nov. 24.....	347-357 Cambridge street, Glenbrook Wine Company.....	44,250
Nov. 24.....	82-84 Commercial street, M. F. Stinson & Co.....	23,327
Dec. 9.....	Navy Yard Shed, No. 64, United States Government.....	20,000
Dec. 24.....	164-170 Purchase street, Watson Brothers.....	51,709

STATISTICS.

Population, 1 January, 1915	746,917
Area, square miles	47.34
Number brick, etc., buildings	29,159
Number of wooden buildings	72,936
Fires in brick and stone buildings	1,700
Fires in wooden buildings	1,514
Out of city	12
Not in buildings, false and needless	2,308

Total alarms	5,534
------------------------	-------

FIRE LOSS FOR THE YEAR ENDING 31 DECEMBER, 1914.

Buildings, loss insured	\$1,286,477
Contents, loss insured	1,577,919

	<u>\$2,864,396</u>
--	--------------------

Buildings, loss not insured	\$33,596
Contents, loss not insured	115,277

	<u>148,873</u>
--	----------------

Total loss buildings and contents	<u>\$3,013,269</u>
---	--------------------

Marine loss	<u>\$31,358</u>
-----------------------	-----------------

YEARLY LOSS FOR THE PAST FIFTEEN YEARS.

Year ending February 1, 1901	\$1,702,217
" " 1, 1902	1,830,719
" " 1, 1903	1,762,619
" " 1, 1904	1,674,333
" " 1, 1905	2,473,980
" " 1, 1906	2,130,146
" " 1, 1907	1,130,334
" " 1, 1908	2,268,074
" " 1, 1909	3,610,000
" " 1, 1910	1,680,245
" " 1, 1911 (11 months)	3,159,989
" January 1, 1912	2,232,267
" " 1, 1913	2,531,017
" " 1, 1914	* 3,138,373
" " 1, 1915	3,013,269

* Does not include marine loss of \$1,116,475.

NOTE.—January loss, 1911, amounting to \$165,001, deducted from previous year and included in calendar year 1 January, 1911, to 1 January, 1912.

ALARMS FOR THE PAST TEN YEARS.*

YEAR.	Bell.	Still and Automatic.	Totals.
1914.....	2,945	2,589	5,534
1913.....	2,594	2,322	4,916
1912.....	2,812	2,432	5,244
1911.....	2,291	2,142	4,433
1910 (11 months)†.....	1,864	1,801	3,665
1909.....	2,101	1,677	3,778
1908.....	2,210	1,700	3,910
1907.....	2,441	1,600	4,041
1906.....	1,687	1,262	2,949
1905.....	1,905	1,210	3,115

* Each fire is treated as having only one alarm.

† 202 bell and 196 still alarms deducted from year 1910-11 and included in calendar year 1 January, 1911, to 1 January, 1912.

BOX ALARMS BY DISTRICTS.*

District.	ALARMS, 1913.						District.	ALARMS, 1914.						
	First.	Second.	Third.	Fourth.	Fifth.	Sixth.		Totals.	First.	Second.	Third.	Fourth.	Fifth.	Totals.
1.....	224	2	.....	.....	.....	.....	226	1.....	264	2	2	1	1	270
2.....	153	3	4	.....	.....	.....	160	2.....	163	3	1	.....	.....	167
3.....	59	3	2	.....	.....	.....	64	3.....	85	9	3	.....	.....	97
4.....	426	6	3	1	1	.....	437	4.....	421	12	5	1	.....	439
5.....	122	6	2	1	.....	.....	131	5.....	124	6	2	.....	.....	132
6.....	193	2	1	1	.....	.....	197	6.....	197	4	3	.....	.....	204
7.....	281	8	3	.....	.....	.....	292	7.....	299	6	4	1	.....	310
8.....	283	2	.....	.....	.....	.....	285	8.....	282	1	2	1	.....	286
9.....	279	5	3	1	.....	.....	288	9.....	274	4	1	1	.....	280
10.....	153	2	1	.....	.....	.....	156	10.....	180	3	.....	.....	.....	183
11.....	112	3	.....	.....	.....	.....	115	11.....	108	4	4	1	.....	177
12.....	117	1	.....	.....	.....	.....	118	12.....	182	3	.....	.....	.....	185
13.....	.....	.....	.....	.....	.....	.....	.....	13.....	82	.....	.....	.....	.....	82
14.....	142	.....	.....	.....	.....	.....	142	14.....	169	1	.....	.....	.....	170
15.....	67	.....	.....	.....	.....	.....	67	15.....	70	1	.....	.....	.....	71
Totals.....	2,611	43	19	4	1	.....	2,678	Totals.....	2,960	59	27	6	1	3,053

* Each fire is treated as having only one alarm.

ROLL OF MERIT, BOSTON FIRE DEPARTMENT.

Thomas J. Muldoon, Captain, Engine Company 20.
 Michael J. Teehan, Captain, Engine Company 24.
 Denis Driscoll, Captain, Engine Company 37.
 James F. McMahon, Captain, Ladder Company 1.
 Frederick F. Leary, Captain, Ladder Company 3.
 Thomas H. Downey, Lieutenant, Engine Company 4.
 Michael J. Dacey, Lieutenant, Ladder Company 20.
 Joseph P. Hanton, Lieutenant, Chemical Company 4.
 Timothy J. Heffron, Lieutenant, Chemical Company 9.
 Florence Donoghue, Ladderman, Ladder Company 15.
 Patrick E. Keyes, District Chief, retired.
 Martin A. Kenealy, Captain, retired.
 Charles W. Conway, Captain, retired.
 James E. Downey, Hoseman, retired.
 James F. Bailey, Ladderman, retired.

CHANGES FROM 1 FEBRUARY, 1914, TO 1 FEBRUARY, 1915.

Number of men appointed to fire force	16
Number of men reappointed	5
All others	12
Number of men dishonorably discharged	6
Number of men dropped	3
Number of men resigned	8
Number of men pensioned	20
Number of men who have died	6
Number of pensioners who have died	9

MEMBERS PENSIONED FROM 1 FEBRUARY, 1914, TO 1 FEBRUARY, 1915.

John A. Mullen. William H. Shute. Charles W. Conway. Henry F. Brady. Edward G. Hook. Walter H. Wright. Issachar Wells (U. S.). Martin A. Kenealy. John Kippenberger. Murdock D. McLean.	Francis McArdle. John Flavell. Andrew R. Hines. Thomas F. Frazer. George B. Norton. James A. McGee. Solomon E. Aaron. George A. Verkampen. William J. Muir. Michael Kyle (Vet.).
--	---

DEATHS OF MEMBERS FROM 1 FEBRUARY, 1914, TO
1 FEBRUARY, 1915.*Active Force.*

William H. Hughes	.	.	.	.	Engine Company 20.
Thomas F. Turner	.	.	.	.	Repair Shop.
Raymond V. Landry	.	.	.	.	Engine Company 26-35.
William H. Magner	.	.	.	.	Ladder Company 9.
Thomas W. Devney	.	.	.	.	Engine Company 38-39.
Arthur F. Mendall	.	.	.	.	Ladder Company 28.

Pensioners.

Charles D. Bordman.	Charles Miller.
John Prendergast.	Thomas A. Andrews.
Anor W. Brown.	John Knights.
Joseph M. Garrity.	George W. Berry.
John F. Greenwood.	

BOSTON FIREMEN'S RELIEF FUND.

BOSTON, January 31, 1915.

The treasurer of the Boston Firemen's Relief Fund herewith submits the following report and statement covering the period from February 1, 1914, to January 31, 1915.

The following was the condition of the fund January 31, 1915:

City of Boston, 3½ per cent bonds	\$153,000 00
City of Boston, 4 per cent bonds	79,000 00
Chicago, Burlington and Quincy Railroad, Nebraska division, 4 per cent bonds	8,000 00
Cash on hand January 31, 1915	1,232 25
Total	<u>\$241,232 25</u>

The fund received as part of the legacy from the estate of the late Anne Sargent twenty-six shares of railroad and corporation stock; the dividends received have been carried under the head of "Income from Investments."

	Cash.	Securities.	Total.
February 1, 1914.....	\$698 71	\$237,000 00	\$237,698 71
January 31, 1915.....	1,232 25	240,000 00	241,232 25

RECEIPTS.

Annual ball	\$15,178 50
Donations	644 31
Income from investments	9,129 11
Legacy	2,002 89
Checks returned	30 25
Total	<u>\$26,985 12</u>
Cash on hand February 1, 1914	698 71
Total	<u>\$27,683 83</u>

DISBURSEMENTS.

Benefits and gratuities	\$22,523 12
Administration expenses	528 50
Bonds purchased	2,677 46
Treasurer's bond	62 50
Auditing	50 00
Safe deposit box, rental	10 00
Legal services	600 00
<hr/>	
Total	\$26,451 58
Cash on hand January 31, 1915	1,232 25
<hr/>	
Total	<u>\$27,683 83</u>

Respectfully submitted,

FRANCIS C. SHANNON,
Treasurer.

JOHN GRADY, *President,*
Fire Commissioner, City of Boston.

EDWARD J. COVENEY,
Secretary.

